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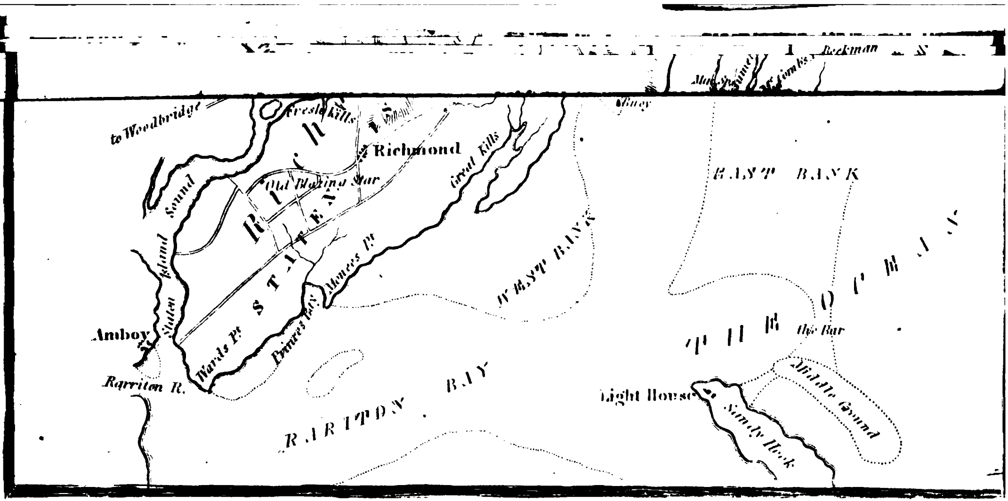
to Woodbridge
Fresh Kills
Richmond
Staten Island Sound
Old Blazing Star
Great Kills
Amboy
Rarriton R.
Wards Pt
Princes Bay
Monees Pt
WEST BANK
EAST BANK
RARITON BAY
the Bar
Light House
Sandy Hook
Middle Ground
Beekman

THE

TOURIST,

OR

POCKET MANUAL

FOR

TRAVELLERS

ON

THE HUDSON RIVER, THE WESTERN AND NORTHERN CANALS AND RAILROADS:

THE

STAGE ROUTES TO NIAGARA FALLS;

AND DOWN

LAKE ONTARIO AND THE ST. LAWRENCE TO MONTREAL AND QUEBEC.

COMPRISING ALSO

THE ROUTES TO LEBANON, BALLSTON, AND SARATOGA SPRINGS,

WITH MANY NEW AND INTERESTING DETAILS.

By P. J. Vandewater

Ninth Edition.

NEW-YORK:

HARPER & BROTHERS, 82 CLIFF-STREET.

1841.

11376.68,
US 15448.20
1863, July 30.
Gift of
Charles Eliot Norton,
of Cambridge.
(H. C. 1846.)

Entered, according to Act of Congress, in the year 1838, by
HARPER & BROTHERS,
in the Clerk's Office of the Southern District of New-York.

PREFACE.

THE sale of this little book in former seasons was so flattering to the publishers, that they are induced to undertake a ninth edition, adapted to the present season. So great and continual are the changes going on in the modes of travelling, in the routes themselves, and in the places to which tourists resort, that it is absolutely necessary to have numerous alterations made from year to year in those works which are intended as guides and companions for the traveller.

To be brief, and yet sufficiently explicit; to furnish statistical information without being tedious; and, in short, to give much in little on every subject that presents itself to the intelligent tourist, is the design of the present work.

Tables of distances, routes, population, steamboat lines, principal hotels, will be found in their appropriate places.

June, 1841.

ROUTE FROM PHILADELPHIA TO NEW-YORK.

THERE are several routes from Philadelphia to New-York. The railroad from Philadelphia to Trenton is preferred by some; the night line by the Camden and Amboy railroad; and by the steamboat up the Delaware to Bordentown, and thence by the railroad to Amboy, thence by water to New-York. As the hotels all contain printed cards giving minute directions, it is unnecessary to repeat them here. The passage up the Delaware is the most agreeable of these routes.

After starting, the shiphouse in the Navy-yard will be seen opposite. A number of shipyards and three or four glass-houses will be noticed; also a shot-tower, and a number of tall spires, which appear conspicuous among the great mass of buildings. The boat moves on in the "even tenour of her way," and the traveller soon finds himself at

BURLINGTON, 18 miles from Philadelphia, a city and port of entry, which, like most of the places along the Delaware, fills a very interesting page in the history of the Revolution. It is a very handsome town, beautifully located on an inclined plane, and many of the buildings display much taste. Population in 1830, 2670; now about 3500.*

BRISTOL, nearly opposite, presents to view a number of handsome buildings, with extensive and beautiful gardens attached. Population in 1830, 1262. After proceeding 10 miles farther, the boat arrives at

BORDENTOWN, a handsome village, situated on an elevated bank. Here the passengers take cars on the *Camden and Amboy Railroad*, and, after proceeding a short distance, the seat and residence of the Ex-king of Spain, Joseph Bonaparte, who now styles himself Count Survilliers, and is residing in England, is seen on the left. A fire which took place some years since at this place destroyed the finest of his buildings. The railroad passes through Sandhills, 4 miles distant from Bordentown, to Centreville 5 miles, to Rocky Brook 4 miles,

* The United States census of 1840 not having been fully made up, we are not able to publish the different population of towns with great accuracy.

to West's 8 miles, to Spotswood 4 miles, to South Amboy 9 miles. (See Railroads.)

South Amboy is the terminating point of the railroad, which is 35 miles in length. Here the steamboat lies at the wharf in readiness to proceed down the Raritan River; and as soon as the passengers can be transferred from the cars, she gets under way and proceeds to

Perth Amboy, which is directly opposite across the river, and stands on a point at the junction of Raritan River and Arthur Kills. There is little here to attract notice. Some shipping generally lies at the wharves, but the place does not wear a very business-like aspect.

Elizabethtown Point, within 15 miles of New-York, is the next stopping-place. The village of *Elizabethtown* is two miles inland. It was settled by people from Connecticut. Population 3445.

At the mouth of the Kills is seen the beautiful village of New-Brighton, which, though it has for the present proved unequal to the expectations of its projectors, must, on the revival of business, become a great place of resort, and amply repay the cost of expenditure.

The boat now enters the broad, beautiful bay of New-York, and Fort Lafayette is seen between Long and Staten Islands, in the passage to the sea called "The Narrows." On the right is seen Castle Williams and Governor's Island, on the left are Ellis's and Bedlow's Islands, which are both fortified, and in front an immense, almost innumerable quantity of shipping lying at the wharves, with an extended background of lofty buildings, among which the towering spires of the numerous churches scattered about the city appear very conspicuously.

New-York is the largest and most populous city in the United States, and has an unrivalled location as a commercial city, at the junction of the East and Hudson rivers, on an island of 15 miles in length by 1½ in width. It is now built nearly in a triangular shape, and extends about 3 miles on each river. The principal portion of shipping-business is transacted on the eastern side of the city, as that part of the harbour is best protected from prevailing storms. The East River, opposite the city, is about half a mile wide, and the North River something more than a mile. The principal streets run north and south, and are crossed at right angles

by streets butting on each river. *Broadway*, a handsomely-built avenue, about 3 miles in length and 80 feet in width, is the fashionable promenade of the city, and is generally crowded in pleasant weather with every description of persons, and natives of almost every clime.

The principal places of amusement are the Park, Bowery, National, Franklin, and Olympic Theatres; Peale's and the American Museums, and several gardens, of which *Niblo's* and the *Castle* are decidedly the most pleasant. The city contains 120 churches, many of which are beautiful buildings, and constructed in a chaste style of architecture. The literary and scientific institutions in the city are Columbia College, established in 1754, Medical College, Lyceum of Natural History, Historical Society, Atheneum, Society Library, Academy of Fine Arts, National Academy of Design, Law Institute, Mercantile Library Association, &c. About 300,000 tons of shipping, comprising many of the most elegant and fast-sailing ships in the world, are owned here; about seventy newspapers are published, and there are several extensive book-printing establishments in the city. The population of the city by the census of 1830 was 202,589, and by that of 1835 was found to be 270,089, and is now estimated at 275,000 souls.

The first fortified settlement was made here in 1615 by the Dutch, five years after the settlement of Albany.

Among the most elegant buildings are the City Hall, the new University, the Hall of Justice, built in the Egyptian style, on Franklin, Leonard, and Elm streets. It would require a volume to enumerate all the peculiarities of New-York. The best work to consult is the Picture of New-York, published by Goodrich, 1828.

The present population, by the census of 1841, is 317,000, which includes the whole county. The number of inhabitants within the lamp district is over 300,000.

(For Hotels, see Last Page.)

ROUTE FROM NEW-YORK TO ALBANY.

[*References.*—* Places at which the regular steamboats running between New-York and Albany land.—E. S. East side of the river.—W. S. West side of the river.—Distances on the river will be ascertained by referring to the Map of the Hudson which is connected with this work.—Distances on the canal will be seen by referring to the table at page 36.]

PASSAGE UP THE HUDSON.

THE Hudson River was first discovered September 4, 1609, by Henry Hudson, from whom it derives its name. It rises 250 miles north of New-York, in a mountainous country on the confines of Canada, between Lakes Ontario and Champlain, and may justly be regarded as the *Rhine* of America. It is a noble river, abounding with scenery of the most sublime, picturesque, and romantic character; not surpassed, for variety and grandeur, by any in the world.

At the time appointed, the boat moves from the wharf "like a thing of life," and the stranger finds himself in the midst of a varied and splendid scene. On the right he has New-York, with its Battery and Castle Garden; on the left, Jersey City and Hoboken; and on the south a view of the Narrows leading to Sandy Hook, and a far view of the Atlantic Ocean, 22 miles from the city. Directly opposite the Battery is seen Governor's Island, on which is situated Castle Williams. The Quarantine ground at Staten Island is also seen in a southerly direction, and its white buildings form a striking object in looking down the bay. As the boat proceeds, on the right are seen the old State Prison (which is no longer occupied, as the prisoners have been removed to the new prison at Singsing), Fort Gansevoort, and the Episcopal Theological Seminary, built of gray newn stone, and about three miles farther the Orphan Asylum, a large yellow building of mixed Gothic and modern architecture. On the left the shady walks of Hoboken, the cottage in the "Elysian Fields," and the late Col. Stevens's mansion on the promontory called "Hoboken Point" arrest the attention. A short distance above, the hills of Weehawken are seen; and beyond is seen High-

wood, the beautiful residence of James G. King, Esq: Weehawken, the romantic beauties of which have inspired the sprightly muse of Halleck, is the celebrated duelling-ground, and the spot where the fatal duel between Colonel Aaron Burr and General Hamilton was fought, 1804. It is 3 miles from the city, and its retired walks and convenient solitude have created its notoriety as the place where "affairs of honour" are generally settled. A neat marble monument was here erected to the memory of Hamilton; but it has been removed within a few years, his remains having been interred in Trinity churchyard, beneath a fine monument, enclosed in an iron railing.

The Palisadoes commence at Weehawken, and extend about 20 miles up the western side of the river. These are a range of basalt (the altitudes of which are from 20 to 550 feet), which form almost one impassable barrier, presenting nearly a perpendicular surface.

The Lunatic Asylum (E. S.), 7 miles from the city, is built of hewn freestone. The situation is beautiful and commanding.

HARLAEM (E. S.). A small village containing a church, three stores, a blacksmith's shop, &c. The ridge of highland which extends across the island is called *Harlaem Heights*, on which, during the revolution, a line of fortifications was thrown up quite across to the East River. To this place the new railroad is completed from New-York. (See Railroads.)

Fort Lee (W. S.), on the brow of the Palisadoes, 300 feet above the level of the water; this fort was evacuated in 1776.

Fort Washington (E. S.). The ruins of this fortress are on the summit of a high hill, 12 miles from the city. This fort was surrendered by the Americans to the Hessians in 1776, together with 2600 men.

Spuyten Duyvel Creek (E. S.), 13 miles from the city. This creek derived its name from the following circumstance. When New-Amsterdam (now New-York) was in possession of the Dutch, Peter Stuyvesant, then governor, sent Antony Van Corlaer, his right-hand man and sounder of brass, alias trumpeter, on an important message up the river. On his arrival at this creek, having no means of passing it, he paused in much perplexity: but his zeal to accomplish the mission was not to be overcome by the want of a boat, so he very heroically threw off his coat and made a vow he would cross it

"spuyten duyvel." "It was a dark and stormy night when the good Antony arrived at the famous creek (sagely denominated Harlaem River) which separates the island of Manahatta from the mainland. The wind was high, the elements were in an uproar, and no Charon could be found to ferry the adventurous sounder of brass across the water. For a short time he vapoured like an impatient ghost upon the brink, and then, bethinking himself of the urgency of his errand, took a hearty embrace of his stone bottle, swore most valorously that he would swim across *en spijt en Duyvel* (in spite of the Devil)! and daringly plunged into the stream. Luckless Antony! Scarce had he buffeted half way over when he was observed to struggle violently, as if battling with the spirit of the waters; instinctively he put his trumpet to his mouth, and giving a vehement blast—sank for ever to the bottom!"—*Knickerbocker*, p. 232.

PHILIPSBURGH (E. S.), 17 miles from the city, contains a church, several houses, and villas.

Fort Independence (E. S.). Directly opposite this fort the Palisadoes are of a greater height than at any other point.

DOBBS's FERRY (E. S.), 22¼ miles from the city.

Piermont (W. S.). The depôt of the New-York and Erie Railroad is here seen, 24 miles from the city. The cars are already running to Goshen, 46 miles.

TAPPAN (W. S.), 28 miles from New-York. The place where the New-York and Erie Railroad terminates. Andre was executed about a mile from this village. The spot where he was buried is still pointed out and frequently visited, although his remains were disinterred a few years since and taken to England.

TARRYTOWN (E. S.), 30 miles from New-York. Major Andre was captured at this place when returning from his visit to General Arnold, and on his way to the British lines, September 23, 1780. The tree under which he was taken was struck by lightning on the very day the news of General Arnold's death was received at Tarrytown, July 31, 1801. Strange coincidence! It was a whitewood tree, and uncommonly large, being 26 feet in circumference and 111 high. Steamboats touch daily.

NYACK, a small village a little north of Tappan.

SINGSING (E. S.), 33 miles from the city. The new *State Prison* is located on the bank of the river at this place. It was commenced in 1825, and has been tenanted nearly 9 years. Its dimensions are 44 by 480 feet; it has a double row of

cells, built back to back, four tiers high, and 200 in each tier, making in all 800 cells. It is built of hewn marble, quarried on the premises. The whole work was performed by the convicts. They have lately erected and finished two extensive wings, which extend from the main building to the wharf. The discipline is that of the Auburn prison, probably the best now in use.

HAVERSTRAW (W. S.), 36 miles from New-York. The town includes Stony Point, with the old Forts Clinton and Montgomery, so celebrated in our revolutionary history. It has several landings and some considerable traffic.

Sleepy Hollow (E. S.), a little above Singsing. This is the place where Washington Irving locates the scene of his tale of the same name in the "Sketch Book."

Grassy Point (W. S.), 1 mile south of Stony Point. There is a fine mansion here belonging to Mr. Platt, of New-York.

Stony Point (W. S.), 40 miles from New-York, is a bold, rough promontory, with a lighthouse on its summit. It was fortified during the American war, and taken from General Wayne by the British in 1778; but retaken 15th July, 1779. This gallant action revived the confidence of the American people. (See Gordon's History.)

VERPLANCK'S POINT (E. S.), opposite, was also the site of a fort. Opposite this point lay the frigate to receive General Arnold after his treachery at West Point. It is now the site of a new town, and the enterprising proprietors have made already great improvements.

*CALDWELL'S (W. S.), 44 miles from New-York. This is the first landing of the New-York and Albany steamboats. Here the Highlands commence.

PEEKSKILL VILLAGE is directly opposite Caldwell's.

Anthony's Nose (E. S.). The mountain of this name is not, as is generally supposed, the one that exhibits a resemblance of the profile of a human face. It is directly opposite *Fort Montgomery Creek*. Its elevation is 1228 feet from the level of the river, and its name is derived, according to Irving, from the nose of Anthony Van Corlaer. From here to Fort Montgomery, a ruin on the opposite side, a large boom and chain were extended during the revolutionary war, at the expense of 70,000 pounds sterling. It was partly destroyed by Sir Henry Clinton in 1777. Some of the links of this chain may be seen in the museum of the Albany Institute. Other portions, it is said, were carried to Gibraltar, and are there in use at the

moles. In the British accounts of that time, it is said a second boom was destroyed at Fort Constitution.

After proceeding two miles farther, an extensive range of mills are seen on the west side of the river, supplied with water from Buttermilk Falls, a beautiful little cascade which comes foaming and tumbling down the rocks. Mr. Arden, whose house is seen opposite the falls, has an immense tract at this place, on which is situate the Beverly House,* a quar-

* During the revolution this was the property of Charles Beverly Robinson (a colonel in the British army, though an American by birth), but in possession of the Americans, and the quarters of General Benedict Arnold, who infamously attempted to betray his country to her enemies in the year 1780. His plot was discovered in time to avert the fatal blow, but not to secure the traitor. Colonel Robinson and Major Andre were sent by Sir Henry Clinton, the British commander, on board the sloop of war Vulture, at New-York, with orders to proceed up the river and have an interview with Arnold. They anchored opposite Fort Montgomery. Andre went to Beverly House, saw the traitor, and received the draughts of all the works at West Point and the passes leading to them. Previous to this time, Arnold had never intrusted a paper out of his hands which might expose him to detection; but now saw no danger in confiding these to Andre, who was to re-embark directly on board the sloop and make sail for New-York. Andre returned alone to the beach, whence a boat was to convey him to the Vulture; but this arrangement was defeated by an obstacle wholly unexpected; the sloop having weighed anchor and moved down to Teller's Point, which divides Tappan and Haverstraw Bays. This movement having excited the suspicions of the rowers of the boat in which Andre was to return, caused them peremptorily to refuse taking him on board. Finding all entreaties vain, he returned to Arnold, and consulted him on the propriety of urging the men to proceed. Arnold advised him to assume a disguise and return by land; and wished to withdraw the papers intrusted to him, thinking it hazardous to send them by land. To this, however, Andre refused to accede, as he was desirous of showing Clinton with what punctuality he had executed his mission. He disguised himself in a dress provided by a man named Joshua Smith, and, after secreting the letters in his boots, proceeded on his journey, accompanied by Smith; each had a passport from Arnold "to go to the lines of White Plains, or lower, if the bearer thinks proper; he being on public business." When they arrived in sight of the ground occupied by the English, Smith, seeing no one, said, "You are safe; good-by," and returned at full speed. Andre proceeded, and was about entering the village of Tarrytown, when he was accosted by three men, arrested, searched, and the fatal papers found on him. Arnold soon heard of his arrest, immediately ordered his wife to burn his papers, flew to his barge (which was always ready manned and lay at the small dock opposite Buttermilk Falls), and ordered the men to row him down to the Vulture. He arrived on board safe, and gave the men privilege to remain or return with the barge. They chose the latter. He was elevated to the rank of

ter of a mile south of his dwelling, not in sight from the river. Three miles above, the location of the celebrated *United States Military School* comes in view.

*West Point (W. S.). West Point is celebrated as the theatre of several important events during the revolutionary struggle, the remembrance of which will cause every feeling heart to glow with patriotism. The Military Academy, under the superintendence of Colonel Thayer, has reached a celebrity alike creditable to him and honourable to our country. It was established in 1801, under the eye of General Williams, and the number of students is limited to 250. During the last winter a number of the public buildings were destroyed by fire. The cadets parade every evening at six o'clock, which exhibition, together with the "eloquent music" discoursed by the *band*, is calculated to excite the admiration of every visiter. On approaching the point, the first building noticed is the *Hospital*, which is a fine stone edifice, with a piazza in front, and an extensive wing at each end. The next objects worthy of attention are the *ruins* of the venerable *Fort Putnam*, which occupy a majestic and commanding situation. Near the river is a kind of niche in the cliff, accommodated with a number of benches. This is called *Kosciusko's Garden*. Clusters of lilachs are still growing, which are said to have been planted by the Polish patriot. There is also a spring of very fine water, over which the cadets have placed a marble reservoir, in which the water boils up with fine effect. It was formerly difficult of access, but is now accessible by means of a flight of stone steps. A short distance from this place Kosciusko's monument is seen: it is built of fine hewn marble; the inscription on it is—"Kosciusko. Erected by the corps of Cadets, 1828." After turning the point the *Hotel* comes in view: it is a fine, spacious house, recently kept by W. B. Cozzens, a gentleman long and advantageously known to the visiters of West Point. During

brigadier-general in the British army, which he held until June 14, 1801, when he died, at Gloucester Place, London,

"Unwept, unhonour'd, and unsung."

Andre was tried as a spy, convicted, and suffered an ignominious death, which must have been preferable to the life of Arnold, rendered miserable by the contempt of those for whom he had sacrificed his friends, his home, his country, and his honour.

the war, a *chevaux-de-frize* was extended across from the wharf to Magazine Point, on Constitution Island, to prevent vessels from passing farther up the river.

About a quarter of a mile above is a monument to the memory of a cadet who was killed by the bursting of a cannon. The names of several cadets are inscribed upon it. A short distance farther, at the water's edge, is a small cove, where is seen a small white house. This house is on the site of the building in which General Washington held his headquarters during a part of the revolution. After proceeding about a mile beyond the landing, by taking a retrospect, the traveller has a magnificent view of the *Military Academy*, and all the buildings appertaining thereto. There are nine brick buildings for the officers and professors. The view of the Point from this distance is highly imposing. The number of cadets allowed by Congress is 250, and 60 are annually admitted. The system of education is very thorough, and requires mental and physical strength for its attainment. The library is one of the finest in the country. Among the cannon kept here are two beautiful French pieces, presented by Louis XVI., and inscribed "Ultima ratio Regum." The parade ground is 188 feet above the river. Nothing can be more romantic than the scenery of West Point, nothing richer than its associations. It is not surprising that it has been the delightful theme of tourists and poets, and among the latter Mr. Charles F. Hoffman has not been the least enthusiastic of its admirers. Mr. Samuel Gouverneur has a beautiful residence opposite West Point. The *Highland School* is located half a mile north. It was commenced in 1830, and is now becoming very popular.

The Crow's Nest (W. S.) is the first mountain north of West Point, and has an indenture on its summit resembling a nest: hence its name. Elevation 1418 feet. Dr. Drake has celebrated the Crow's Nest in his poem of "The Culprit Fay."

Cold Spring (E. S.), a small village about two miles north of West Point, on the opposite side, derives its name from a spring in the vicinity, which supplied the troops with water during the war. The *West Point Foundry*, under the superintendence of Governeur Kemble, Esq., is situated at this place. This establishment, for the manufacture of cannon and machinery, comprehends two blast-furnaces, three air-furnaces,

three cupola-furnaces, a boring-mill of nine gun-beds, and one for mortars and cylinders, with lathes, &c.; three water-wheels, one of iron, 36 feet in diameter, with extensive shops, and a steam-engine in Beach-street, New-York, for the manufacture of steam-engines and other machinery. The whole establishment employs daily from 450 to 500 workmen.

Butter Hill is the last of the range on the west side. Its elevation is 1529 feet, greater than any of the Highlands except the "High Peak," which is 1689 feet. At the foot of it can be seen Putnam's Rock, which was rolled from the top in 1778 by a party of soldiers directed by General Putnam. An individual, rather visionary than otherwise, of the name of Newbold, has been endeavouring for a number of years to establish three cities on the top of this mountain. Their names are *Faith*, *Hope*, and *Charity*. He intends constructing a railway from the river up the mountain, with an engine stationed at the summit, by which merchandise, &c., will be drawn up for the use of the inhabitants.

Break-neck Hill is the last of the range of Highlands on the east side; it is a very rough, craggy mountain, 1187 feet high. When directly opposite, the profile of a human face, called "Turk's Face," can be seen on the point of rock which projects farthest southward.

Polopell's Island. This is the name of the small round island in the middle of the river at this place. This island is the residence of nothing save snakes, which are found in immense numbers.

Cornwall (W. S.). A small village 4 miles south of Newburgh. This place sends much wood and stone to New-York.

New-Windsor (W. S.) is two miles south of Newburgh. There are two docks at this place: a few yards back from the south dock is seen a low house with three dormant windows; in 1774 this was the domicil of Mr. Ellison; General Washington resided with his family most part of that winter and held his quarters there; a short distance back of this, on the eminence, is a beautiful mansion belonging to Mr. Bullus; from this place there is a delightful prospect for 20 miles around.

*Newburgh (W. S.). Newburgh was first settled by some emigrants from Palatine in the year 1708, and is now a place of some considerable magnitude, containing a population of

about 4000. Being situated on the declivity of a hill, it probably makes a better appearance from the river than from any other point. A stage runs from this place to Ithaca daily. A quarter of a mile south of the village stands the old stone house in which Washington held his quarters at the time when the celebrated "Newburgh Letters" made their appearance. Extensive manufactories and a whaling company exist at this place. It was once talked of as the seat of the National Government. Nearly opposite are the two loftiest mountains in the Highlands: Beacon Hill, 1471 feet high, and the Grand Sachem, 1685. The ascent to the former is so easy that carriages have ascended to the very top, whence the view is sublime.

Presqu' Isle, nearly opposite Newburgh, is the residence of Mr. — Denning. This situation affords a most delightful prospect of country, and its gardens, shrubbery, and forest-trees are very charming.

FISHKILL (E. S.) is directly opposite Newburgh. The *Matteawan Cotton Factory* is situated near this place. It belongs to the Messrs. Schenck, of New-York. The village is 5 miles east from the river. The factories of this town are quite celebrated.

LOW POINT (E. S.). There is a small cluster of white buildings on this point. It is 2 miles above Fishkill.

Dans Kamer Point (W. S.), 5½ miles above Newburgh, is a rough peninsula. *Knickerbocker*, speaking of Gov. Stuyvesant's passage up the river, says, "Even now I have it on the point of my pen to relate how his crew was most horribly frightened, on going on shore above the Highlands, by a gang of merry roystering devils, frisking and curveting on a huge flat rock which projected into the river, and which is called the *Duyvell's Dans Kamer* to this very day."

The splendid mansion with a wing at each end, on the brow of the hill just below this place, is the residence of Mr. Armstrong.

HAMPTON (W. S.), 69 miles from New-York.

HAMBURGH is directly opposite Hampton. The creek which empties into the river at this point is called Wappinger's Creek. One mile and a half above this place, on a projecting point, is seen a fine brick building, with an arbour on the hill. This was the residence of *George Clinton*, formerly governor of this state, and celebrated in the annals of New-

York as a statesman, a soldier, and a good citizen. Gen. James Tallmadge is the present occupant.

JEW'S CREEK (W. S.) is 1¼ miles above Hampton. Brick-manufacturing is carried on at this place very extensively.

MILTON (W. S.), 72 miles from New-York. The village opposite is called BARNEGAT. The shore between Hampton and Milton is literally covered with limekilns.

The beautiful mansion of Col. H. A. Livingston is situated in delightful grounds on the margin of the river, about 1 mile south of Poughkeepsie.

*POUGHKEEPSIE (E. S.) is located about 1 mile from the landing. This place was originally settled by some Dutch families about the year 1735, and derived its name from an Indian word, *Apokeepsing*, signifying safe harbour. Here, in 1788, the New-York Convention met, and adopted the Federal Constitution. It was incorporated as a village in 1801, and now contains a population of more than 5000. It is a beautiful and pleasant place, the buildings and grounds of its inhabitants displaying much taste. Its importance as a river-town is very considerable, having an extensive back country to support its commercial prosperity. The shore is rough and bold, and the steamboat landing is not seen until the boat reaches the dock, in consequence of a high rocky projection, called the "Call Rock." There is a very fine view, for several miles north and south, from the top of this rock. There are two fine hotels in the village, equal to any between the cities of New-York and Albany. It is 74 miles from New-York, and 75 from Albany. Population in 1830, 7222; in 1835, 9281.

NEW PALTZ (W. S.). This village is opposite Poughkeepsie.

*HYDE PARK (E. S.). A large tract of land at this place formerly belonged to Dr. David Hosack, an eminent physician of New-York, who retired from the city to this delightful part of country a few years ago. He died in New-York in December, 1835. The mansion is in sight from the river. There is a park for deer, arbours, lawn, and a hothouse, which contains specimens of almost all our domestic plants, together with a great variety from other countries.

Half a mile above Dr. Hosack's is seen Judge Pendleton's mansion; and two miles farther is that of Hamilton Wilkes, Esq. Three miles above, *Beaver Creek* empties itself into the Hudson.

Esopus Island is situated at the mouth of the creek.

Lewis's Dock (E.S.). After proceeding a few miles farther and turning a point of land, a small dock is seen, and a splendid brick building a few yards in the rear. This is the residence of General Morgan Lewis, formerly governor of the State of New-York. A few yards above Governor Lewis's is the beautiful mansion of James Duane Livingston, Esq.

STAATSBURGH (E. S.). The beautiful mansion on the hill at this place is the residence of James Thompson, Esq, well known as Ellerslie. This place, celebrated for its hospitality, and the elegant and accomplished manners of the fair hostess, now abroad, is on sale.

*RHINEBECK (E. S.). This is a small landing, whence a sloop sails twice a week with produce for New-York. The village is three miles in the interior, situated on the Rhinebeck flats, and containing about 50 houses and 719 inhabitants. This place affords a fine distant view of the Catskill Mountains and the Mountain House.

**Columbus Point* is on the opposite side of the river. The junction of the Rondout Creek with the Hudson River is at this place. The terminating point of the Delaware and Hudson Canal is about 4 miles inland, where it empties into the Rondout. The canal at the surface is 36 feet in breadth, and 4 feet deep. The locks are 72 feet in length and 9 feet wide. The water rises in them from 8 to 11 feet. Two packet boats were lately, if not now, in operation on the canal, leaving Bolton, one and a quarter miles from Columbus Point, every Monday and Thursday for Honesdale, the head of the canal, whence passengers are taken to the coalmines on the railroad. Stages are in readiness at Honesdale to convey passengers to Utica, Binghampton, Owego, and Ithaca.

KINGSTON is a pretty village, located on a beautiful plain in the Esopus valley, between the Rondout and Esopus Creeks. The soil, though sandy, is fertile, and the houses bear the marks of antiquity. A few days before the surrender of Burgoyne, on the 15th October, 1777, this village was burned by the British under General Vaughan. The reason for this ruthless attack, which for a time overwhelmed the inhabitants with ruin, has entirely escaped the attention of most readers. It was doubtless an act of revenge, in consequence of the fact that at Kingston, on the 20th of April in the same year, a convention of delegates met and adopted a Constitution for

the State of New-York. The expedition was under the command of General Vaughan, whose troops sailed in batteaux, escorted by a squadron of light frigates under the command of Sir James Wallace, who was well acquainted with the river.

After the destruction of the town and the vessels in the river, with the exception of an armed galley which escaped up the creek, the expedition returned to New-York. Had it pushed on to Albany, it would have probably saved Burgoyne, and given an entire different turn to that campaign. The two frigates employed on this occasion were the Rose and Tartar, each carrying 20 guns. An inscription upon the village church recorded the deed of barbarism; but this venerable monument of antiquity has been compelled to yield to the innovations of improvement, and is now no more. The population of this village is about 2000.

Magdalen Island (E. S.), 8 miles above Rhinebeck, is the property of Dr. Mastin. His residence is handsomely located on the south end of the island. He has an arbour "founded on a rock," from which a splendid view of the river is afforded both north and south.

Shultz's Dock (E. S.). A sloop sails from this place to New-York once a week.

Lower Red Hook (E. S.). This was formerly a place of considerable business, but within a few years it has all been diverted to the landing 3 miles above. Just south of the landing is a neat, delightfully-situated building, with a small grove in front, which is decorated with an arbour, and a number of rustic seats are placed about under the trees. It is the residence of Captain Brown, late of the United States' army. A few yards north of the dock is the seat of J. R. Livingston, Esq. The mansion is large and splendid. The mansions of J. C. Stevens, J. C. Montgomery, and R. S. Livingston are situated between Lower and Upper Red Hook.

Glasgow Village (W. S.), 2 miles above Lower Red Hook landing. A short distance above here is the residence of Rev. Mr. Overbagh.

*Upper Red Hook (E. S.) The village is about 2 miles from the landing, in the interior. There is a hotel, a number of stores, storehouses, &c., at the landing.

The mansion south of the dock is the residence of Mr. Auchmuty. The first mansion north of the south landing belongs to John Swift Livingston, Esq. It is one of the most

beautiful locations on the Hudson. After proceeding 2 miles farther, the traveller has a view of the splendid brick mansion of R. L. Livingston, Esq., formerly the residence of Chancellor Livingston. A large and well-stocked hothouse is attached to the south end of the building. E. P. Livingston, Esq.'s, mansion is a few yards farther north.

Ury (W. S.), opposite Upper Red Hook landing, country-seat of Henry Barclay, Esq. A short distance south is the mansion of a distinguished divine, the Rev. Dr. Brodhead, commanding a superb view of the river in front, and the mountains in the rear.

Saugerties Village, situated about 1 mile west from the confluence of the Esopus and Hudson Rivers, containing 1800 inhabitants. The interjutting hills obstruct the view of the most considerable portion of it from the latter stream. It is only of seven or eight years' growth, and at present contains very extensive manufactories of bar iron, paper, and white lead, besides many other of minor importance; a population of 3000 souls, and a water-power still unemployed, which promises a corresponding continuance of prosperity for many years to come. This village chiefly owes its origin and importance to the exertions and enterprise of Mr. Barclay. There are falls of about 45 feet perpendicular height on the Esopus River at this village, occasioned by natural and artificial obstructions, which flood the water back two or three miles, forming a most beautiful sheet or lake. Farther up, at the distance of about three miles, are the great falls of the Esopus, which, together with the variety and beauty of the adjacent scenery, and the celebrated white-lead factory of Colonel Clark, present claims for the gratification of the curious of no inferior order. Sportsmen will find fish and fowl in the greatest abundance in the vicinity. A new landing is about to be erected at the lighthouse, to be connected with the west shore. The roads in the neighbourhood, during the temperate and bland season of the year, are generally good; and that, in particular, which leads to the Pine Orchard through Kauterskill Clove. The scenery along this clove is truly Alpine, and unsurpassed by any of the same character within the United States. Trout are taken in large quantities a few miles back in the country. There is a good hotel, and carriages and horses for the convenience of sojourners; and, the climate being healthy, there are few places equally accessible to the ci-

sens of New-York which offer greater inducements for a temporary residence during the summer months.

Bristol (W. S.). This is the landing for the passengers destined to Saugerties, although some of the boats always land on the other side.

Trumpboor's Landing (W. S.). There are four or five houses at this place; it is the next above Bristol.

Oak Hill (E. S.). The large storehouse and dock at this place belong to Harman Livingston, Esq. His splendid mansion is situated on the hill just south of the landing.

Ramshorn Creek is seen winding through the marsh about a quarter of a mile south of the Catskill dock.

*Catskill (W. S.) contains a population of about 2500 souls. This is the landing-place for those who visit the *Catskill Mountain House*. A stage leaves Catskill every morning at 7 o'clock for Owego, whence passengers take the railroad, 29 miles, to Ithaca, to meet the steamboat on Cayuga Lake, which runs to Cayuga bridge, where stages are in readiness to convey passengers immediately to Rochester. Passengers for Ithaca generally land at this place or Newburgh. A railroad to Canajoharie is in progress, and six miles are actually constructed.

Catskill Creek empties into the Hudson at the south side of the dock. It is a very considerable stream, and forms a harbour for the sloops that sail from this place.

Stages are always at the dock on the arrival of the 7 o'clock boats from New-York, ready to take parties to the Mountain. The distance by the road is 12 miles, although in a direct line it is only eight. The time taken in performing the journey is about four hours in going and a little over two hours in returning. The road is very fine and level for 9 miles, when the ascent from the foot of the mountain commences by a winding road, which leads to the west end of the *Pine Orchard*; for the following description of which we are indebted to the late Mr. N. G. Elliot, of Catskill.

Pine Orchard. "Few places of fashionable resort present stronger attractions to the tourist than the Pine Orchard. A few years ago this delightful retreat was almost unknown, and rarely visited but by the hardy hunter in pursuit of the deer, the bear, and the wolf, that had hitherto maintained undisturbed possession of its cliffs and caverns. At length the tale of the extent and beauty of the prospect, and the grandeur

of the scenery, drew the attention of individuals of taste; and the glowing descriptions they gave of its surpassing magnificence effectually roused and fixed the attention of the public. Each successive season the number of visiters has increased, till the temporary buildings at first erected for their accommodation have given place to a splendid hotel, 140 feet in length and four stories high. This establishment has been erected by the Mountain Association, at an expense of about $22,000. It occupies the eastern verge of a table of rock some six acres in extent, and about 3000 feet above the river. The ride to the foot of the mountain is not particularly interesting; but, as you ascend, every moment develops something magnificent and new. The sides of the mountain, steep and seemingly inaccessible, tower far above you, clothed in the rich deep foliage peculiar to such regions; while below your path a clear stream runs, one moment bubbling over its rocky bed, and the next leaping down its cascades to the valley. The road is extremely circuitous, and so completely hemmed in by the luxuriant growth of forest trees, that the traveller is for a long time unable to judge of his progress in the ascent by any view of the country he has left. At an abrupt angle of the road, however, he obtains at once a full view of the Mountain House—perched like the eyrie of an eagle among the clouds, or rather like an enchanted castle in a fairy tale—seemingly inaccessible to mortal foot; still it reminds him of such terrestrial comforts as are sure to be acceptable after exercise in the pure air of the mountains. Another turn, and it again disappears, and the excited traveller next finds himself on the level rock of the Pine Orchard, and approaching the hotel from the rear. A moment more, and he is on the edge of the precipice in front of the noble building. At first glance he would be led to believe, with Leather Stocking, that creation was all before him, and he is forced to admit that his wildest anticipations are more than realized. The view from Table Rock has been compared, by those who have seen both, to that from the summit of Vesuvius over the Bay of Naples and the adjacent coasts. In features they are unlike, but in character the same. From this lofty eminence all inequalities of surface are overlooked. A seemingly endless succession of woods and waters, farms and villages, towns and cities, are spread out as upon a boundless map. Far beyond rise the Taghkanick Mountains, and still farther

the highlands of Connecticut and Massachusetts. A little to the left, and at a still greater distance, the Green Mountains of Vermont stretch away to the north, and their blue summits and the blue sky mingle and melt together. The beautiful Hudson, studded with islands, appears narrowed in distance, with steamboats almost constantly in sight; while vessels of every description, spreading their white canvass to the breeze, are moving rapidly over its surface, or idly loitering in the calm. These may be traced to the distance of nearly 70 miles with the naked eye; and again, at times, all below is enveloped in dark cloud and rolling mist, which, driven about by the wind, is continually assuming new, wild, and fantastic forms. The whole produces an effect on the beholder unequalled by that of any other scene in this country. The gazer turns from the sight, compelled to acknowledge that all is beautiful and all is new. Visiters, who have here assembled from various motives, all depart satisfied and delighted. The student, pale and exhausted with study and confinement, has for a while forsaken his books, and found new vigour in the 'medicinal freshness' of the mountain air. The idler and the invalid have been well rewarded for their toils; the one by the accession of health and strength, the brightened eye and quickened pulse, and the other by obtaining excitement, exercise, and pleasure, in exchange for the irksome monotony of the world below. All are for a while freed from the idle ceremonials of life, and permitted to hold unrestrained converse with Nature and her works."

The Catskills are a continuation of the Alleghanies, as the Highlands are of the Blue Ridge. The Round Top is 3105 feet, and the High Peak 3019, above the level of the Hudson. The peaks of these mountains are a kind of conglomerate or pudding-stone. The celebrated description of the scenery by Leather Stocking, one of the characters in the Pioneers, is doubtless familiar to our readers.

A walk, or drive in the wagons provided on purpose, of one and a half miles, brings you to

CAUTERSKILL FALLS. Here the outlet of two inconsiderable lakes, on whose borders the cranberry grows profusely, and beneath whose surface the horseleech abounds, leaps down a perpendicular fall of 180 feet; then glides away through a channel it has worn in the rock to a second fall of 80 feet. Below this it is lost in the dark ravine through

which it finds its way to the valley of the Catskill. The waterfall, bold as it is, forms, however, but one of the many interesting features of this scene. Standing on the edge of the first fall, you look down into a dreary chasm, whose steep sides, covered with the dark ivy and the thick foliage of summer, seem like a green bed prepared for the reception of the waters. Making a circuit from this spot, and descending about midway of the first fall, you enter a footpath which conducts into an immense natural amphitheatre behind the waterfall. The effect of this scene is imposing beyond description. Far over your head projects a smooth surface of rock, forming a magnificent ceiling to this amphitheatre. In front is the ever-falling water, and beyond the wild mountain-dell, with the clear blue sky above it: the scene can only be appreciated on the spot. The tourist should bear in mind that the falls must be seen from below to produce the best effect, and that the view from the Pine Orchard is much finer from 3 o'clock P.M. till sunset than in the middle of the day.

Coaches leave the Mountain every morning at 7 o'clock, and arrive in time to take the boat that leaves Albany at 7 o'clock for New-York. They also leave in the afternoon, and arrive in time for the day-boat for Albany and the night-boat for New-York.

*Hudson (E. S.) was first founded in 1784, by 30 individuals, emigrants from Providence, R. I., and is now quite a large and important city. It is 116 miles from New-York and 29 miles from Albany. Its population is about 6000. It is situated on an elevated plain, and the bank rises from the river in the form of an abrupt bluff, from 50 to 60 feet in height. It is to be hoped that this bluff will some day be cut through, thus opening the principal street to the river, and making a splendid landing for the steamboats. Hudson has great advantages of water-power in the vicinity, and ranks as the third in manufacturing importance in the state. A company of gentlemen of this place have recently engaged in the whale-fishery. They have ten ships employed, and make it profitable. This is one landing-place for those who wish to visit New-Lebanon Springs at the *Shaker Settlement*, on the road from Albany to Boston, about 25 miles from Albany and 30 from Hudson. It is a delightful village, containing many attractions for travellers, among which is a mineral spring, which, together with the pleasantness of the country,

renders it the resort of invalids, and those who seek for health in the fresh air of the country. There are here several bathing-houses, well conducted, for which the water is well adapted, being less medicinal than that of the Saratoga Springs, but clear and soft. In the vicinity of the spring is the Shaker village, consisting of a considerable number of plain wooden houses, painted and adorned in the most unostentatious manner. The peculiar religious services of this people excite the curiosity of strangers, and access to them is easily obtained. The settlement consists of about 600 persons, which "little community, slowly increasing in numbers, pretty rapidly in wealth and power, is a sort of miniature of a world, all of one sort, beyond which it is deemed fatal to extend a look or a mental vision!"

Stages leave Boutwell's hotel for the Springs daily at half past 7 in the morning, and in the afternoon on the arrival of the morning boats from New-York. The *Claverack Falls* are 9 miles from Hudson. No stages run regularly to the Falls, but they can be procured at any time at Boutwell's hotel. The water falls 150 feet without interruption, except by a small point of rock which juts out from the main crag.

The railroad from Hudson to West Stockbridge is now completed and in operation. The depôt is seen at the south side of the city.

ATHENS, directly opposite Hudson, is a flourishing town, and contains about 1500 inhabitants. A large number of sloops sail from this place, and numerous mansions of private gentlemen adorn it. A canal has been cut through a low marshy island in the river between this place and Hudson, through which a horse ferryboat plies regularly every hour.

COLUMBIAVILLE (E. S.), 4 miles above Hudson, is in sight from the river, about a quarter of a mile from its bank. It is situated on *Kinderhook Creek*, which empties into the river, and contains upward of 50 houses. There are two cotton factories at the village, owned by Messrs. Wild and Jenkins. The scenery in the vicinity is of a wild and romantic character.

Four Mile Point (W. S.) is a high, rocky point of land opposite Columbiaville, on which is a lighthouse.

*COXSACKIE LANDING (W. S.). This is quite an enterprising place; a number of sloops sail for New-York daily with the produce of the interior. The village is one mile in

rear of the *Landing*, and has about the same number of buildings. There is a handsome brick church at the landing, an extensive *haypress*, and a *shipyard* in which many sloops and canal-boats are built, and two or three steamboats have been constructed. Small ships have occasionally hauled up here to repair.

*Stuyvesant Landing (E. S.) contains about 50 houses, a few stores, a postoffice, church, &c. Nearly opposite is a lighthouse, erected in 1829 under the direction of Samuel Swartwout, collector of the port of New-York. Two miles above, on the east side, is another, which was erected at the same time.

Kinderhook is situated 5 miles inland. The landing is 19 miles from Albany.

New Baltimore (W. S.) is 15 miles from Albany. There is a yellow storehouse on the dock, from which a sloop sails once a week.

*Coeymans (W. S.). Red storehouse on one wharf, white on the other. There is a stone building just south of this landing on which an antiquary might gaze with interest. A flouring-mill will be seen a little north of the village. The name of this place is derived from that of the first patentee.

Castleton (E. S.), 8 miles from Albany; brick store on one dock, white *haypress* on the other.

Staat's place (E. S.), 5 miles from Albany, is called *Hogebergh*, which, in English, signifies high hill.

Van Wie's Point (W. S.), 5 miles from Albany.

The Overslaugh, now about 4 miles below Albany, is a place where the channel is very shoal and narrow, and occasionally the steamboats are obliged to "lay to" for an hour or two until the tide rises. An immense sum has been expended for the improvement of the channel. The old system of lateral dikes is abandoned, and a new one making longitudinal piers, connecting the island, and confining the water to the centre of the river, has been adopted. To Colonel De Witt Clinton, Jr., the plan is justly attributed. The effect, so far, has answered the expectations of the public, and there can be no doubt that the appropriations annually making by Congress will be faithfully and successfully applied. Deep water will enable the people of Troy and Albany to enter into the sealing business, the cod fisheries, and the West India trade.

An Albany sloop under Captain Dean sailed round the world years ago. Albany is in sight from this place.

GREENBUSH is nearly opposite Albany. On the heights above Greenbush, the remains of extensive barracks erected during the war are yet to be seen. At this place the Boston railroad will terminate. A steam ferryboat plies between the two places.

The city of ALBANY is the capital of New-York, the "empire state," and contains a population of about 30,000 souls. About the year 1610, some emigrants from Holland settled here; and it is believed to be the oldest settlement in the United States, with the exception of Jamestown in Virginia.

After Hudson's discovery of the river bearing his name, he returned to Holland, and the States General granted a patent to sundry merchants for an exclusive trade on the river, who, in 1614, erected a small fort on an island a short distance below the present city, which, however, was shortly after abandoned in consequence of the floods.

This fort was on Bear Island, and the commandant sometimes fired on the skippers who did not salute the flag of the patroon of that day. In 1617 Fort Orange was erected, and its site is now occupied by the Fort Orange Hotel, formerly the residence of General Simeon De Witt and Abraham Bloodgood, deceased.

The commercial position of Albany has always been commanding from the earliest times. It was called the "Net" by the old inhabitants, from its catching all the northern and western trade. It still has its full share. It was thought the Erie Canal would prove its ruin, but it has been entirely the reverse. In 1820 its population was but 12,600. It is now upward of 30,000. Its history, when written, will be found very interesting, and it has been undertaken by a committee of the Albany Institute, which has been for years engaged in collecting materials, though an important hiatus is yet to be filled up relating to its capture by the English.

On the 24th of September, 1664, the garrison at the fort surrendered to an English force under Colonel Carteret, who named the place Albany, in compliment to the Duke of York and Albany, the then proprietor of the province under a charter from Charles II., to whom the Dutch had surrendered.

In 1686 the city was incorporated under a charter granted

by Governor Dongan. In this charter it is called "an ancient city." Previously to the revolutionary war the city was surrounded by a stockade; the houses were in the Dutch style of architecture, with the gable end to the street, and the city bore a very rural aspect. Almost every house had a large tree at the door, many of which we are told "were of prodigious size and extraordinary beauty." Until within a few years many of these old buildings were standing; but recently the progress of modern improvement has destroyed nearly the whole of them; a few, however, still remain, the solitary monuments of "olden time."

In 1754 a congress was convened here, consisting of commissioners from seven of the provinces, who enrolled among their number some of the most celebrated names in our colonial history. The congress formed a plan of union for the colonies, and advanced such doctrines and views as to their rights as, we are fully justified in believing, left a permanent impression in the minds of the colonists. An interesting account of this treaty is to be found in Franklin's works.

During the revolutionary war Albany was a post of great importance, being the point of communication with all the western and northern fortresses, and was always intrusted to men of the highest courage and ability. Among those chiefly in command were General Lafayette, General Schuyler, and Colonel Van Schaick, a veteran of two wars.

Albany has now been the seat of government of the State of New-York nearly forty years, and has lately progressed rapidly in extent and population. Its commerce and trade are very extensive. Being situated near the head of tide-water of the Hudson, and communicating directly with the canals, its facilities for transportation to all parts of the country are very great, and constantly increasing. From the favourable position of the city, and the almost boundless wealth of the interior, it is but reasonable to suppose that Albany will continue to grow and flourish, and long remain, what it already is, one of the first cities in our confederacy.

The great *Erie Canal* terminates near the north line of the city, at the head of a spacious basin. There are in the city several fine and costly public buildings, as well as many private ones.

The *Capitol*, at the head of State-street, is a fine stone edifice, 115 feet front, and has a portico supported by four Ionic

marble columns 33 feet in height. It is occupied for the sittings of the legislature and the state courts, and cost $120,000. The interior is shown to strangers.

The *Academy*, which stands on the square north of the Capitol, is built of freestone, and considered the most chaste and beautiful specimen of architecture in the city. It cost about $100,000. The *Lyceum* of the "Albany Institute" occupies a part of this building.

The Museum and Library are well worthy of examination. The Albany Institute contains some learned members, whose literary and scientific productions are well known abroad, where they have been republished extensively, and who are members of foreign societies of distinction.

The *City Hall*, on the east side of the square, fronting the Capitol and Academy, is constructed of Singsing marble, and surmounted by a beautifully gilded dome; the only one, it is believed, in America. It forms a prominent object in approaching the city, and, when the sun shines upon it, can be seen twelve or fifteen miles distant. This building is used principally for city and county offices, and the several courts. The interior contains a model of the statue of Hamilton, and tablets to the memory of Clinton and Walter Scott. The view from the dome is exceedingly fine, and should by no means be omitted by strangers. The *New State Hall*, a little north of the City Hall, is a splendid building, and now in rapid progress to completion.

Stanwix Hall, recently erected, is one of the most substantial and permanent buildings in our country. It is constructed of Quincy granite from the vicinity of Boston. The saloon of this building is at least equal to any similar one in the state. It is surmounted by a large dome, which adds greatly to its appearance.

The *Old State House*, in State-street, is a building of antique appearance, but not otherwise remarkable. It is occupied by the secretary of state, chancellor, register, adjutant-general, but is to be sold on the completion of the new building.

The New Exchange, at the foot of State-street, is just erected of granite, and, though a heavy and ungraceful structure, will be of great benefit to the town. It occupies the site of the old Albany Bank and the adjacent block.

In the centre of Market and State streets, just in front of

the Exchange, stood the original Dutch Church, an ancient structure, having many peculiarities of form and finish. The windows were of stained glass, containing the coats of arms of the old families. The old burgesses were in the habit of sitting in this church, in the winter season, with cocked hats upon their heads, tippets round their necks, and muffs upon their hands. Numerous engravings are preserved of this building. In State-street, just opposite the old state buildings, was the site of the second fort erected in Albany, which is still remembered by many of the inhabitants. The old barracks within the walls was made the scene of a popular English novel! The city was stockaded, and had gates at the north and south entrances from the country.

In the lower part of the city, on an eminence overlooking the ferry, is the former residence of General Schuyler; and in the upper part, the well known and hospitable mansion of the late "Patroon," S. Van Rensselaer, Esq.

An extensive Almshouse and an Orphan Asylum are situated a little distance west from the city.

The Museum Building, at the corner of State and Market streets, is built in nearly a semi-elliptical form, four stories high besides the basement, and is, without doubt, one of the most showy buildings in the state, both as it regards architecture and the material of which it is constructed. The four upper stories are occupied by the *Museum*, containing a very large collection of curiosities of various descriptions, all of which are preserved and arranged in the most scientific manner. This concern is well worthy the attention of all who visit the city. The proprietors are valuable and much esteemed citizens. The terrace affords a very extended view of the surrounding country.

The splendid saloon erected and finished this year for lectures, &c., is better adapted than any similar one in this country. The interior is commodious and elegant.

Albany contains twenty-four churches, some of them very elegant in their exterior and interior, two of them fitted with "Spanish bells;" two female academies, that in north Pearl-street possessing accomplished teachers, a fine library, excellent apparatus, and a large number of scholars. At the Albany Academy, boys are taught all the branches of a collegiate education, and excel in mathematics and natural philosophy. The Young Men's Association is an institution

where all the newspapers and periodicals of the day are received, lectures delivered during the winter season, and strangers are admittad by giving their names to the librarian. There are several banks, insurance companies, and associations of a benevolent nature. The ladies of Albany of all classes are noted for their beauty. The principal hotels are the Eagle, the American, Congress Hall, the Mansion House, and the City Hotel. There are numerous respectable private boarding-houses, but a grand hotel is yet wanted to make Albany what it should be for travellers.

The principal avenues for the city are the M'Adam road to Troy, the beautiful ride down the river on the west bank to Stoneridge and Kidd's Cave, and the Mohawk and Schenectady Railroad.

The latter was commenced July 29, 1830, and, had it been directed by competent superintendents (we do not allude to the worthy engineers), a vast amount of money might have been saved to the stockholders. It was, unfortunately, made a stock-jobbing affair, and it has gradually fallen in value. The summit is 335 feet above the Hudson. The greatest height of embankment is 44 feet, the greatest depth of excavation 47 feet. There are two inclined planes, one at each end, where are stationary engines. It has for some time been well known that both these might be done away with, and an expense of $16,000 a year saved to the company. Until competent and well-read men are selected as directors of railroad companies, the stockholders must be content to lose their investments.

Connected with this road are the Saratoga and Schenectady Railroad, and the Utica and Schenectady. The former is 21¼ miles long, the inclination of the road being very slight. The latter is one of the finest and best-managed roads in this country. (See Railroads.)

There are now no packet-boats on the canal between Albany and Schenectady. Two boats of this description were employed on this route in 1827; but did not succeed, in consequence of the detention at the locks—no less than 27 in number. The distance is 28½ miles. By the railroad it is only 16 miles, which is accomplished in between one and two hours, while on the canal the passage occupies from twelve to fourteen hours. Persons wishing to take the packet-boats (which leave Syracuse for Rochester, Oswego, and

Buffalo every day at 7½ o'clock P.M.) will take the railroad cars from Albany at 7½ o'clock A.M. *Cars* leave for Saratoga direct, without delay, at Schenectady, daily at 7½ o'clock A.M. and 2½ o'clock P.M., from the depôt 115 State-street. Cars also leave for Utica at 7 o'clock P.M.

For Troy, 6 miles north of Albany, stages leave every half hour; and there are small steamboats which leave on the arrival of every boat from New-York, and at intermediate hours.

Cars leave daily for *Utica*, *Syracuse*, and *Auburn* at 7½ A.M. and 7 o'clock P.M.

Stages for *Whitehall*, daily, at 9 o'clock A.M., to meet the new steamboats on *Lake Champlain*, which run to St. Johns, where passengers take the railroad to Laprairie and Montreal, distant about 30 miles.

For Boston (through in two days), via *Lebanon Springs*, *Pittsfield*, *Northampton*, and *Worcester*, daily, except on Sunday, at 2 o'clock A.M.

For Providence (through in two days), via *Westfield*, *Munson*, and *Stockbridge*, daily, except on Sunday, at 2 o'clock A.M.

For Hartford (through in one day), via *Sheffield* and *Norfolk*, daily, except on Sunday, at 1 o'clock A.M.

For New-Haven (through in a day and a half), via *Litchfield*, daily, except on Sunday, at 1 o'clock P.M.

For Lebanon Springs, via *Nassau Village*, every morning at 9 o'clock.

For Montreal (during the winter), every morning at 2 o'clock—through in three days.

For Cherry Valley, Monday, Wednesday, and Friday, at 2 o'clock A.M.,

Baker's Office, South Market-street.

Railroad Office, 115 State-street.

Steamboat Office, on the pier foot of State-street and Hamilton-street. People's line foot of Lydius-street.

Oswego Line of Lake Boats. Passengers, baggage, and goods forwarded by this line to Oswego, and all the ports on Lake Ontario. Also, to any place in the province of Upper Canada, and, via the Welland Canal, to Ohio, Michigan, and Illinois.

Proprietors, { R. J. Vandewater, 100 Broad-st., New-York.
W. H. Vandewater, State-st., Albany.
Fitzhugh & Co., Oswego.

Numerous lines are in constant operation, whose advertisements are to be found in the Albany papers.

WESTERN ROUTE FROM ALBANY.

THE traveller will take the *Mohawk and Hudson Railroad* from 115 State-street, and be whirled across "by steam," over a sandy and barren country, with nothing to attract or interest the eye, till he finds himself in the ancient city of

SCHENECTADY. According to tradition, this place seems to have been, long before the knowledge of it by Europeans, the headquarters of the Mohawks, a very numerous and powerful tribe, who could at one time muster 800 warriors. The city, consisting of 63 houses and a church, was totally burnt in the dead of night, 1690, by a party of French and Indians from Canada. Many of the inhabitants were massacred, some taken captive, and part fled to Albany, of whom a number lost their limbs, and all had wellnigh perished by the cold. Its present population is about 5000. This was a place of some considerable business, principally forwarding, a few years since, when goods were carried across the turnpike to the *batteaux* on the Mohawk River; and for a time after the canal went into operation, the business of Schenectady was nearly annihilated, but latterly it has greatly revived.

The *Schenectady and Saratoga Railroad* here commences, from the construction of which the villages of Ballston Spa and Saratoga Springs derive almost incalculable advantages. The cost of the road, carriages, &c., was about $270,000.

UNION COLLEGE was incorporated 1797, and is now in quite a prosperous condition. It occupies a very eligible situation a short distance northeast of the city. Dr. Eliphalet Nott (inventor of the famed coal stove), who is a great mechanical genius as well as a divine, is the president of the institution.

Before the completion of the railroad the traveller here resumed his tour upon the great Western Canal, the most stupendous chain of artificial navigation in this or any other country. In passing for hundreds of miles through rich and fertile tracts, and over obstacles which presented almost impassable barriers to the great work of internal improvement, so

boldly planned and perseveringly completed by the foresight, wisdom, and indefatigable exertions of Clinton and his compeers, the reflection will inevitably suggest itself, that the State of New-York has ample reason to indulge a feeling of pride in contemplating the beneficent results of the triumphant labours of those who planned and completed this monument to her public spirit and enterprise.

CANAL ROUTE.*

The several places and distances, as they occur on the canal route from Albany to Buffalo, are as follows:

	Miles from place to place.	DISTANCE FROM Albany.	Utica.	Rochester.	Buffalo.
Albany	0	0	110	270	363
Troy	7	7	103	263	356
Junction	2	9	101	261	334
Schenectady	21	30	80	240	333
Amsterdam	16	46	64	224	317
Schoharie Creek	7	53	57	217	310
Caughnawaga	4	57	53	213	306
Spraker's Basin	9	66	44	204	297
Canajoharie	3	69	41	201	294
Bowman's Creek	3	72	38	198	291
Little Falls	16	88	22	182	275
Herkimer	7	95	15	175	268
Frankfort	5	100	10	170	263
Utica	10	110	0	160	253
Whitesborough	4	114	4	156	249
Oriskany	3	117	7	153	246
Rome	8	125	15	145	238
Smith's	7	132	22	138	231
Loomis's	6	138	28	132	225
Oneida Creek	3	141	31	129	222
Canistota	5	146	36	124	217
New-Boston	4	150	40	120	213
Chitteningo	4	154	44	116	209
Manlius	8	162	52	108	201
Orville	3	165	55	105	198

* For stage and railroad route, see page 86.

	Stages & places.	DISTANCE FROM Albany.	Utica.	Rochester.	Buffalo.
Syracuse	6	171	61	99	192
Geddes	2	173	63	97	190
Nine Mile Creek	6	179	69	91	184
Canton	6	185	75	85	178
Jordan	6	191	81	79	172
Weed's Basin	6	197	87	73	166
Port Byron	3	200	90	70	163
Montezuma (Lakeport)	6	206	96	64	157
Clyde	11	217	107	53	146
Lyons	9	226	116	44	157
Newark	7	233	123	37	130
Palmyra	8	241	131	29	122
Fullom's Basin	13	254	144	16	109
Pittsford	6	260	150	10	103
Rochester	10	270	160	0	93
Ogden	12	282	172	12	81
Adam's Basin	3	285	175	15	78
Brockport	5	290	180	20	73
Holley	5	295	185	25	68
Newport	10	305	195	35	58
Portville	4	309	199	39	54
Oak Orchard	5	314	204	44	49
Middleport	7	321	211	53	42
Lockport	12	333	223	63	30
Pendleton	7	340	230	70	23
Tonnewanta	12	352	242	82	11
Black Rock	8	360	250	90	3
Buffalo	3	363	253	93	0

TABLE OF ROADS

FROM ALBANY TO BUFFALO.

	Intermediate.	Total Distance
Schenectady	15	15
Amsterdam	15	30
Caughnawaga	10	40
Palatine Bridge	12	52
Little Falls	21	73
Herkimer	7	80
Utica	16	96
Vernon	15	111
Manlius	25	136
Onondaga	10	146
Auburn	24	170
Cayuga Bridge	9	179
Geneva	13	192
Canandaigua	16	208
Batavia	48	256
Buffalo	40	296
From Buffalo to Niagara Falls	21	317
" " " Lewiston	28	324

From Canandaigua to

Rochester	28	28
Clarkson	18	46
Lewiston	60	106
Niagara Falls	7	113
From Utica to Sackett's Harbour	98	
" " " Ogdensburgh	120	

* *The Canal Packet-boats*, by which the traveller to the west continues his journey from Schenectady, are about 80 feet in length and from 8 to 14 wide. A cabin in the forward part of the boat is fitted for ladies, with berths, in a similar style to those of the steamboats on the Hudson. The dining-cabin is about 35 feet in length. The gentlemen's berths are not stationary, but are hung up in the dining-cabin at bedtime

* This description will apply to the boats from Syracuse to Oswego.

by means of hooks fitted for the purpose. Back of the dining-cabin is the kitchen and sleeping-cabin for the hands.

After leaving Schenectady, the boat passes through the town of Rotterdam, a most delightful tract of country, to the first lock, which will prove an interesting sight to those unacquainted with the business of canal navigation. The lower gates are opened, the boat runs in, the gates are closed, and the upper floodgates opened. As an equilibrium takes place between the high water above the lock and that in the lock, the boat rises gradually about 8 feet, to the level of the water above. The acclivity being thus surmounted, the upper gates are opened, and the boat moves on uninterruptedly. The distance from Schenectady to Utica is 80 miles, and the passage is performed in from 18 to 20 hours. The boats are drawn by three horses ahead of each other. The horses are changed about every 10 miles. The packet-boats have been so much affected by the railroads as to be forced to withdraw. A new line has, however, formed to take the night travel, at an increased speed. On several canals, both in Scotland and England, the packet-boats constantly average from 8 to 9 miles an hour. The horses are fatigued even on short routes, but the canal banks are not injured. (See Sir George Head's Tour.) Could the system be adopted on the Erie Canal, the railroads would have a formidable competition. After proceeding 15 miles, the tourist has a view of the village of

AMSTERDAM, on the opposite side of the Mohawk River, which contains about 100 houses, and is destined to become a place of some importance from the manufacturing facilities afforded it by falls in a creek near it. A very fine bridge crosses the river at this place. A few miles farther is seen the stone house formerly the residence of Guy Johnson, and more recently of the celebrated lawyer John V. Henry, Esq.

SCHOHARIE CREEK. The canal crosses this creek by means of a guardlock on each side, the gates of which are closed when the water is higher in the creek than the level of the canal, in order to prevent it from rushing into the canal and tearing away the embankments. The ruins of *Fort Hunter* are to be seen near the mouth of the creek. The *Indian Church* called Queen Anne's Chapel formerly stood on the spot where the eastern guardlock now is. The flats on the banks of this creek extend for many miles southerly, and are celebrated for their fertility.

FULTONVILLE, 27 miles from Schenectady. A stage leaves here for Saratoga Springs daily, except on Sunday. Caughnawaga is directly across the river.

Anthony's Nose, on the south side of the canal, is one of the most prominent mountains on the whole line. A cave called Mitchell's Cave is an object of curiosity at this point, discovered in 1821, and containing 13 or 14 apartments.

CANAJOHARIE (which signifies, in the Indian tongue, Boiling Pot), 38 miles from Schenectady. The canal runs through the northern section of this village, and a bridge crosses the river to *Palatine*. This will be the terminating point of the projected *Catskill and Canajoharie Railroad*.

FORT PLAIN *village* is 3 miles above Canajoharie. A large creek empties into the Mohawk at this place. The canal crosses the creek by means of guardlocks. This place is rapidly increasing, and receives great support from the trade of Otsego county.

LITTLE FALLS, 22 miles from Utica. These are rapids rather than falls. On each side the mountains are very high, leaving but a narrow space for the river, canal, and road to pass through. For about two miles the canal is formed by throwing up a wall into the river from 20 to 30 feet high, then excavating into the mountain and filling it up. This was one of the most difficult and expensive parts of the canal, as it was necessary to blast the rock with gunpowder to form the bed of the canal for nearly the whole distance. A beautiful *marble aqueduct* crosses the river at this place, and leads into a basin opposite, where boats discharge and receive lading. The aqueduct has an elliptical arch of 70 feet, embracing the whole stream, except in time of freshets, and one on each side of 50 feet span. It is elevated about 25 feet above the surface of the river, "a foaming torrent, dashing over the bare rocks in a fearful and sublime style." There is a bridge just above, from which you have a fine view of the aqueduct, and the slab on which is engraved the names of the canal commissioners, the builders, &c. There are a number of fine buildings in the village on the opposite side of the river, principally of stone. Passengers disposed to pedestrianism generally leave the boat at the second lock, and walk until they reach the last. They are six in number, by which the boat is so much detained that a person may walk quite leisurely through the most wild and romantic scenery that can easily be imagined.

A stage runs from this place to Trenton Falls every Monday, Wednesday, and Friday, at half past 8 A. M., distance 24 miles. After leaving Little Falls, you pass through a most delightful plain, called *German Flats*, for 7 miles. The rocks are gneiss, the hills half a mile apart from summit to summit, and attain an elevation of 300 feet. It was supposed by the celebrated De Witt Clinton that the Little Falls were once the boundary of a vast lake. A dam across at the falls hill of 50 feet height above the stream, would throw the water back all over the country as far as Oneida Lake. The country all the way from Albany to Utica is transition; at this point a spur of the northern primitive mountains comes out, as it does at the Nose below. Crystals found in these hills are offered for sale by the children in the neighbourhood.

HERKIMER is seen on the opposite side of the river. There is an island in the river at this place, from which a bridge leads to either shore. This village is situated on a plain of alluvial, and celebrated as the residence of a brave general of the same name, who was killed at the battle of Oriskany. Proceeding 5 miles farther, the canal passes through the village of FRANKFORT. Thence the traveller pursues his journey 10 miles, and finds himself in the beautiful and flourishing city of Utica.

UTICA is located on the site of old *Fort Schuyler*, on the south bank of the Mohawk River, 96 miles west of Albany. It received a city charter in 1832. A charter was granted to this village in 1798, since which time its population has increased very rapidly. In 1813 it contained 1700 inhabitants; by the census of July, 1830, it contained 8324 souls, 4338 males, and 3986 females; and the present population is estimated at about 10,000. Among the public institutions are the following: the Oneida Institute of Science and Industry, which has a large farm attached to the institution, on which each student labours from three to four hours each day; the Classical Academy, a Library, the Lyceum, Museum, two banks, and nine churches. Very pleasant excursions are frequently made from this place to Whitesborough, York Mills, Clinton Village (containing Hamilton College), Rome, and to the wild, picturesque, and romantic Trenton Falls. Stages leave Utica every day for *Watertown*, *Sacket's Harbour*, *Ogdensburgh*, and *Oswego*; they also leave in all directions on the arrival of the packet-boats from the east and west; stages

leave for *Trenton Falls* four times a day during the summer months; packets leave for Schenectady every morning. The cars for Albany leave three times a day. (See Railroads.)

Trenton Falls, 13 miles north from Utica, constitute an object of curiosity and admiration to which the traveller is irresistibly attracted. It does not comport with the design of this work to enter into a detailed description of these falls; merely to call attention to them fulfils our design. They are on the *West Canada Creek*, a large stream which empties into the Mohawk, and about 24 miles above its mouth. They consist of several *chutes*, commencing near the Black River Road, and terminating at Conrad's Mills, a distance of more than 2 miles. The *Upper Fall* is 18 or 20 feet, but the previous descent of the water in the two miles above is supposed to be 60 feet. The water at this first fall is received into a large basin, and winds its way downward through a precipitous ravine 100 feet in depth, and on the summit of its banks 200 feet across. This ravine presents some of the most romantic peculiarities. In many places the topmost crags overhang the stream, and some hardy trees, rooted in the crevices of the rock, throw their branches athwart the abyss. There are six distinct falls. The one we have already noticed, which is above the bridge on the Black River Road. The next consists of two pitches, and is known as "*The Cascades*," where the water is compressed into a very narrow space, and falls 18 feet. At the *Milldam Falls*, next in succession, the descent is 14 feet. A short distance below is the *High Falls*, consisting of three pitches, the first of which is 48 feet, the second 11 feet, and the third 37 feet; the three, including the intervening slopes and pitches, constituting a descent of 109 feet. The fifth is called *Sherman's Falls*, about 70 rods below the High Falls, and the descent is about 35 feet. The last fall is at *Conrad's Mills*, and is 6 feet. The whole descent, from the top of the Upper Fall to the foot of that at Conrad's Mills, is 387 feet. When the water is high, many of the distinct pitches are lost in the rushing cataract; and it is only when the stream is low that each fall can be separately seen. A stairway is formed at the bottom of the ravine, by means of which a view is obtained of Sherman's Falls, and whence the visiter passes up within the ravine, under overarching rocks, to the foot of the High Fall. The whole forms a stupendous scene; and those feelings of awe which the wilder works of

nature impress upon the mind are powerfully excited. Organic remains have hitherto been found in abundance in the ravine, and a cabinet of these remains is exhibited to the curious.

The *Line Boats* leave almost hourly for Rochester and Buffalo, and carry large numbers of emigrants bound for the far West. Since the completion of the railroad in 1839, the Packet-boats have withdrawn between here and Syracuse. Intersecting lines will be found at Montezuma to convey passengers either to Geneva or Cayuga bridge.

ROME is 15 miles northwest from Utica, and is the point where the Black River Canal will join the Erie Canal. Stages leave here daily for Oswego. The boat passes through the following villages on the passage to Rochester: *Whitesborough, Rome, New-London, Canistota, New-Boston, Chittenango, Manlius, Syracuse, Canton, Jordan, Montezuma, Clyde, Lyons, Newark, Palmyra*, and arrives at Rochester in time for the morning boat for Buffalo. There is nothing of much interest on the canal for the first sixty miles west of Utica. It is a perfectly level and marshy country, without a lock in the whole distance. Those disposed to pass a quiet night will take the canal to Syracuse. If the boats are not crowded, it is the best method of travelling this distance.

SYRACUSE is the most important place between Utica and Rochester, and contains about 800 buildings; among which are four churches, two very extensive hotels, one on each side of the canal, which is lined with lofty warehouses, giving it the appearance of New-York in miniature.* The importance of this flourishing village is principally owing to the immense quantity of salt produced in the vicinity. Great quantities are manufactured from the vast number of springs by which the whole body of the soil is impregnated. The salt is manufactured by solar evaporation. The water is brought in logs from the village of *Salina*, about one mile and a half distant, and emptied into the vats, which occupy nearly 300 acres. The vats are all covered with light roofs, which are moveable at pleasure, to admit the rays of the sun upon the water, or to prevent the rain from mingling with it. The salt is removed from the vats twice or three times in the course

* There was a great fire here in the spring of 1834. Damage one hundred thousand dollars.

of the summer. The state has yet on sale lots with privileges of manufacturing salt.

Parties visiting *Niagara* frequently take the canal from this place to Oswego, 38 miles northward; proceed by steamboat on Lake Ontario to Lewiston, whence a railroad ride of seven miles takes them to the *Falls*. This is a delightful route in warm weather.

There is a line of fine packet-boats on this route. The scenery is very interesting; and during the last season it received a great portion of the fashionable northern and western travel.

The *Oswego Canal* extends from Onondaga Lake to Lake Ontario at Oswego. It includes 20 miles of the Oswego River. The whole distance is 38 miles. Nothing can be finer than the approach to Oswego in the evening from the south.

SALINA is a mile and a half north of Syracuse. The first salt-spring was discovered at this place by the Indians, from the circumstance of its being visited by deer and other animals. The *Oswego Canal* commences at this place, the surplus water of which is used for the purpose of forcing (by a powerful hydraulion) the salt water 85 feet up the hill into a large reservoir. It is forced up at the rate of 300 gallons per minute, whence it is conveyed by logs to the factories in the neighbourhood, which amount to 175 within a circuit of seven miles. The springs and works all belong to the state, to which the manufacturers pay imposts of 30 cents per barrel of 5 bushels, which are applied, according to the constitution of the state, towards discharging the canal debt. A small steamboat formerly plied from Salina to Baldwinsville.

GEDDES is a small village 2 miles west of Syracuse. A number of valuable salt-springs have been discovered at this place very recently. The manufacturing establishments are within a few rods of the canal. After pursuing its course 7 miles farther, the canal crosses *Nine Mile Creek* by means of an aqueduct with two arches, under which the creek flows.

WEED'S BASIN, 15 miles from Syracuse, contains about 80 houses, and is improving.

AUBURN is 7 miles south of Weed's Basin, for which place stages leave daily.

The *State Prison* is located at Auburn, on the banks of the Owasco Creek. The machinery of the prison is propelled by the water from this creek.

MONTEZUMA is a flourishing village. There is a salt manufacturing establishment one mile north of it, to which a side-cut from the canal affords means of communication. Passengers intending to visit Ithaca land here.

ITHACA. This is a beautiful village, situate at the head of Cayuga Lake. Founded by the late surveyor-general at an early day. In 1810 it had 400 inhabitants; it has now over 5000. It contains several churches, manufactories, an academy, and literary societies; several newspaper and book establishments, an immense hotel called the Clinton House, with several others, and is surrounded with the most splendid scenery. It is situated on a flat of great extent, through which the Cayuga Inlet passes on the western side of the village. It has some fine mills and manufactories, and immense water-powers yet unemployed.

This place has a very extensive commerce with New-York and Pennsylvania. It is said that one tenth of the tolls paid upon the canal at Montezuma for produce going east is paid by the traders of Ithaca and its vicinity. A railroad to Owego, made at the expense of a few enterprising gentlemen of Albany and New-York, is now in operation, though not entirely completed for the use of locomotives. The state has granted it $300,000 in order to complete it.

To tourists, its great attraction consists in its scenery, and for this reason we give it so particular a notice. During the last season a great many persons visited it, and were astonished at what they saw. The following is a brief description of the Falls at and near Ithaca.

The falls of Fall River are near the village, and are seen on entering the village from the steamboat landing. Its height is 116 feet, with a proportionate breadth. Two immense piles of rocks enclose the stream; and on the right-hand, high up the bank, a millrace is seen winding round a point of the bank, suspended in mid-air, and now and then an adventurous visiter carefully treading his way along the dizzy path. This raceway was built in an extraordinary manner: A person let himself down from a tree standing on a high point above, and, swinging over the giddy steep, he there dug out places in the rock in which to fasten the principal supporters of the race. The view from this point is grand and impressive. A short distance from this, up the rocky bed of the creek, the visiter proceeds until his steps are arrested by

another splendid fall; the bank presenting the most curious forms and the most surprising strata. The fall is beautiful; it is not so high as the preceding, but it is more wild; the water pours over in large sheets, commencing, as it were, from the topmost ledge, and then spreading out widely and boldly below. The basin into which the water falls is also very picturesque.

The raceway has gone to ruin, and, instead, a tunnel has been excavated by some enterprising inhabitants, which is quite a curiosity. The whole fall of Fall River within the distance of 1 mile is 438 feet!

There are some beautiful falls on the Cascadilla, though the effect of two of them has been destroyed by a high mill-dam thrown across the bed of the stream.

On the Six Mile Creek and on the Buttermilk Creek there, are also a great number of beautiful and romantic falls, all worthy of particular notice, and equal to anything in this country. These are all at the village.

On the Five Mile Creek, which is a few miles south from Ithaca, is one of the most splendid falls of water ever beheld. It is impossible to describe its majestic character.

The fall known as the Taghcanic is 262 feet perpendicular, and terminates in a majestic ravine. As the steamboat touches twice a day at Goodwin's Point, from whence the excursion to the fall is made, and the road from Ithaca is good, tourists may easily transport themselves to the place; and, when there, they will indeed be *transported*.

The ravine is ascended for about a quarter of a mile, and then the eye is amazed with a fall of water of 262 feet in perpendicular height, a breadth of 60 feet, and banks of rock 360 feet high. The stream of water varies in quantity, though it is always a full stream.

There is fine fishing and shooting during the season about Ithaca.

The lake is a lovely sheet of water, 40 miles long, and from 1 to 4 miles wide. Several neat villages are situated on its banks, and its surface is often white with sails. Travellers who wish to embrace the pleasures of this excursion will find the following routes decidedly the best:

From New-York via Newburgh, to Ithaca, 2 days.
" " " Catskill, " " 2 "
" " " Utica and Auburn 3 "
" " " Montezuma and canal 4 "

The steamboat *De Witt Clinton*, low pressure, with elegant accommodations, and making the passage in from four to five hours, including ten landings, leaves the bridge, East Cayuga, every day.

The present and former boats were built by two gentlemen of Albany, who expended out of their private fortunes more than $100,000 for the benefit of this village, in the construction of steamboats and railroads, for which they have as yet received neither remuneration nor the gratitude of those benefited. The inhabitants themselves never risked any *amount* in these public works.

One mile from Montezuma the canal enters the Montezuma Marsh, 3 miles in extent, which is a most solitary, desolate, and dreary swamp. After leaving the marsh and travelling 8 miles, the traveller passes the flourishing village of

CLYDE, which contains a glass-blowing establishment.

A great project is now silently but certainly going on to completion in this vicinity, to connect Cayuga Lake and Sodus Bay by means of a ship canal. Great natural facilities are afforded for this work, and an immense water-power will be developed at the termination of the canal at the bay. A more lovely and beautiful sheet of water, a better harbour, and a more delightful situation for a town and for country residences, are not to be found in the United States. A powerful rival to other ports on Lake Ontario will inevitably arise at this place.

PALMYRA is a handsome, business-looking village in Wayne county. It is built on the southern side of the canal. There are a number of factories and mills in the vicinity, situated on *Mud Creek*, which runs eastward about 40 rods from the main street. Passengers and goods destined for *Canandaigua* land at this place.

FULLOM'S BASIN, 13 miles from Palmyra. The distance by canal to Rochester is 16 miles, and by land only 7½; in consequence of which, passengers frequently take stages from this place; by doing this, however, the view of the *Great Embankment* is lost. The embankment commences about 4 miles from Fullom's Basin, and extends 2 miles, at an elevation of about 70 feet, from which there is a fine prospect of the surrounding country.

PITTSFORD, containing about 100 buildings, is 2 miles farther. After proceeding 10 miles from Pittsford, the boat arrives at the large and prosperous city of

Rochester, the most extensive, populous, and important place in the western country. The legislature granted a city charter in the session of 1834. It has been termed the "Western New-York." The *Genesee River* passes through the city, and the Great Falls, 97 feet in height, are about 80 rods below. From the centre of these falls the celebrated *Sam Patch*, of immortal memory, made his "last jump" in the autumn of 1829. He precipitated himself from a scaffold erected 25 feet above Table Rock, making an elevation of 125 feet. An immense number of persons had collected from many miles distant to behold this last, and, as it proved, fatal leap. His body was not found until the ensuing spring. In 1812 Rochester was a wilderness; and, in the short space of twenty-six years, its growth has been unprecedented, as will be perceived by a slight glance at its present statistics. It contains 2000 buildings, and a population of 18,000. In the south part of the city the canal runs parallel with the eastern bank of the river for half a mile, and at but a short distance. At the centre of the city it crosses the river by a *splendid aqueduct*, 804 feet long, with 11 arches of from 26 to 50 feet chord, elevated 14 feet from the surface of the river. It is constructed of red freestone, and cost over $80,000. A new and more permanent one is in a state of forwardness. The height of the canal at Rochester is 501 feet above the tide waters of the Hudson, and 64 feet below Lake Erie. There are two bridges across the river. The principal hotels are, the *Eagle Tavern*, *Rochester House*, *Mansion House*, *Arcade House*, and *Clinton House*. The principal public buildings are the courthouse, jail, twelve churches, and two banks, viz., Bank of Rochester and Bank of Monroe. In the vicinity of the city there are eleven flouring-mills, with fifty-three run of stones, capable of grinding 12,000 bushels of wheat every 24 hours.

The *Arcade* was erected in 1829. It is 100 feet front by 135 deep, and four stories high, exclusive of the attic and basement. There are six stores in front, besides a large hall, which leads to the *Arcade*, where the Atheneum, Postoffice, Arcade House, and a variety of offices are situated. An *Observatory*, in the form of a Chinese pagoda, is erected on the top, from which the visiter may obtain a magnificent view of the country.

The population on the east side is rapidly approximating to

that on the west side, and some fine avenues and public buildings already attest its prosperity. A railroad runs to the landing, where the numerous and well-provided steamboats touch on their trips across Ontario. The daily line of steamboats between Niagara and Oswego only touch at the mouth of the Genesee River. Travellers will always find placards at the principal hotels giving information as to the time of the arrival and departure of the various lake steamers.*

Stages leave Rochester daily for Albany via Canandaigua, Geneva, Auburn, Onondaga, Utica, Little Falls, and Schenectady, distance 237 miles. They also leave daily for Buffalo, via Lewiston and Niagara Falls, passing over the *ridge-road*, distance 104 miles; and via Caledonia, Leroy, and Batavia for Buffalo, distance 77 miles.

Packet-boats leave Rochester daily for Buffalo and Syracuse. After leaving Rochester in the boat for Buffalo, and passing a number of small places, the traveller arrives at the thriving village of

BROCKPORT. This is a pretty village, the buildings and grounds of its inhabitants displaying much taste. It chiefly owes its origin to, and derives its name from, the enterprising Hiel Brockway, Esq.

OAK ORCHARD, 44 miles from Rochester. It is located on the bank of a creek of the same name. The largest arch on the whole line of canal is at this place, over which the canal crosses the creek. Travellers wishing to see this "work of man" must leave the boat a short time before reaching it, as no stop is made, and walk rapidly forward in order to gain time; and they will be taken on board at the village when the boat passes. There is a passage to the bottom of the arch by means of circular steps, and a path underneath, which leads to the village. 19 miles farther is the flourishing village of

LOCKPORT. It is situated on the *mountain ridge;* and there are here five double locks of 12 feet lift each, situated a few yards below the village. These locks are constructed in the most permanent manner, and the science and solidity displayed by them has often been spoken of with admiration. There are stone steps between the rows of locks, guarded on

* We would advise travellers to depend more on newspaper advertisements in relation to these boats than the assertions of individuals, whose interest may not prompt them to be *over-scrupulous* in regard to giving *correct* information.

each side with iron railings. This is the most stupendous work on the whole route. Above the locks the canal is cut through solid rock to the depth of 20 feet for the distance of 3 miles. In 1821 there were but 2 houses at this place; now there are nearly 400, and nearly 2000 inhabitants. Passengers who intend visiting the Niagara Falls frequently take stage here, and proceed to *Manchester* (the American Fall), 23 miles distant, or to Lewiston, which is 7 miles below the Falls, and visit Manchester afterward. After passing Lockport 7 miles, the boat arrives at *Tonnewanta Creek*, which forms the canal for 12 miles to its mouth. The dam here is 4 feet 6 inches high. Hence the canal is carried along the shore of the Niagara River for 8 miles to the village of

Black Rock, which is on the west bank of the river, and is a place of considerable size, containing 700 inhabitants. The former activity of this village has recently much diminished, as Buffalo has overgrown it, and attracted most of the business once transacted here. The large mansion of General Peter B. Porter, late secretary of war (who resides here), makes quite a fine appearance from the water. From Black Rock the canal runs along the bank of the river 3 miles to Buffalo.

Buffalo is a beautiful, flourishing city, at the outlet of Lake Erie, possessing the twofold advantages of a lake and canal navigation. The time is not far distant when it will rank with and rival any of the Atlantic cities. As a point for the concourse of strangers and voyagers passing to and fro for pleasure or business, Buffalo, in the summer season, presents a singularly busy and active scene. The daily ingress and egress of such persons by canals, stages, and steamboats, would seem incredible for a place of its size, as much for variety of their origin and destination as for their numbers. All the world in variety seem to be passing here. Besides the busy hum and animating effect of business, the love of nature and of pleasure will ever keep their swarming devotees hovering over such a stupendous and attractive object as Niagara's everlasting cataract. Buffalo seems to be the principal place of repose in approaching to and receding from this scene.

The commerce of Lake Erie has increased within the last seven years beyond all precedent. Then there were *five* steamboats, and from twenty to twenty-five other vessels in operation. Last season, upward of 60 steamboats and 165 schoon-

ers were employed; and now 40 steamboats and about 200 sailing craft are engaged in the carrying-trade between Buffalo and Detroit and the upper lakes.

Sixteen new steamboats have been built during the last winter, to swell the number already afloat on Lake Erie. Two beautiful ships, and some brigs that formed a part of the hostile squadron during the last war, have been raised from their watery beds, and are now engaged in commerce. The beautiful mole and lighthouse, the superb entrance to the port, the constant arrival and departure of richly-freighted vessels, give to Buffalo an importance that can not so well be described as perceived. Large fortunes have been made in the freighting business and in the transportation of passengers at this place; and public anticipation has so far outstripped its former calculations, that property rose in 1835 and 1836 to very high prices. Those who were able to hold on will realize their most sanguine expectations. Nothing can effectually retard the greatness of this city. It already contains, in the business seasons, nearly 20,000 inhabitants.

The hotels at this place are of the first class. The American is not surpassed by anything in the United States. An elegant table, superb furniture, and extensive ranges of parlours and bedrooms, place it in the first rank. Steamboats and packet-boats leave here twice every day for the East and West, and for all the ports on Lake Erie. A railroad to the Falls, Lewiston, and Lockport, give every required facility. All information desired by the tourist will be found on the numerous cards hung up in the public houses of Buffalo.

The city contains about 2500 buildings. More than 400 were erected during the year 1833. In 1830 the population was between 6 and 7000. There are several splendid churches, a courthouse, theatre, museum, and some fine hotels.

Stages leave *Buffalo* every morning for Batavia, thence by railroad to Rochester, stage to Auburn, and railroad again thence to Albany. Every morning at 8 o'clock for Niagara Falls on the Canada side, passing through Black Rock, crosses the river to Waterloo, passes over the Chippewa battle-ground, through Chippewa village to Niagara Falls; distance 22 miles.

Steamboats leave Buffalo every morning at 8 o'clock for Chippewa village (passing round Grand Island*), and reach

* *Grand Island* is 12 miles long, and from 2 to 7 broad, and contains

there about noon. Stages are in readiness at this place to convey passengers to the Falls.

After satisfying the wonder and curiosity naturally excited by the splendour and promise of this City of the West, the tourist, if he wishes to visit Niagara Falls, will either cross from Black Rock to the village of Waterloo on the British side, or take the railroad to Manchester on the American side of the river. The latter is the most expeditious mode. A new steamboat built the last season also plies to Chippewa. To view the battle-grounds the traveller will cross to the British side opposite Black Rock. Waterloo contains the site of Fort Erie, standing but 15 feet above the level of the river. Prior to the war it was but a slight structure. After the capture of Fort George in 1813 by the Americans, it was abandoned by the British, and occupied by a corps of Dearborn's army. It was reoccupied the same year by the British. On the 3d July, 1814, it surrendered almost without resistance to General Brown. General Drummond undertook to carry it by a regular siege. On the memorable 15th of August, he attempted to storm it in three columns, the right led by Colonel Fischer, the centre by Colonel Drummond, and the left by Colonel Scott. The night was dark and stormy. Fischer's column advanced cautiously on the right battery, bayonets fixed, and scaling ladders ready, but he was met by the Americans under the gallant Wood, who, after a desperate fight, drove off the assailants. A second attempt having also been repulsed, the determined foe attempted to turn the flank by passing the point of the abattis, to do which required the assailants to wade breast high in the waters of the lake. A deadly conflict at this point, which cost the lives of nearly two hundred of the column, terminated in its utter dispersion and defeat. Colonels Drummond and Scott were no less resolved to conquer. Twice they were repulsed in their assaults; but at length, having gained possession of the bastion where Captain Williams, Lieutenants M'Donough and Watmough were stationed, for a time the battle seemed doubtful. Lieutenant M'Donough, being badly wounded, demanded

about 48,000 acres of well-timbered land. A company from Boston have purchased it, and erected sawing-mills. They take up the trees entire, and saw frames of vessels to order for the Atlantic cities. Indeed, they have already sent several to the Boston market. An attempt was made in 1825 to establish a Jewish colony on this island, but it failed.

quarter of Colonel Drummond, who refused it and shot him down. The latter, however, was himself killed while crying out, "Give no quarter." By a determined effort, the bastion was at last recovered by the Americans, and the enemy was entirely defeated and driven from the field. Their loss was 900, that of the Americans but 84.

Disappointed in this attempt, General Drummond thence undertook to surround the fort, and compel it to surrender at discretion. An advanced line of batteries from the river to the lake, at 500 yards' distance from the fort, was formed, while the reserve lay at a distance beyond the reach of its fire.

General Brown, who now succeeded the gallant Gaines in command, feeling uneasy at this position of affairs, planned a sortie, which took place on the 17th of September, and was one of the most brilliant feats of the whole war. The troops were led out in two divisions, under Colonels Wood and Gibson, and though these brave men fell in the conflict, the expedition was crowned with success. Three batteries, two blockhouses, and the intervening line of intrenchments were destroyed, and three hundred and eighty prisoners were captured. Forty-seven days' labour of the enemy was thus rendered useless. This action was of a new character so far as the Americans were concerned, and was considered a very gallant one. The result of the affair was the retreat of General Drummond a few days afterward down the river. On the approach of winter the fort was dismantled, and the troops went into winter quarters on the American side. We are thus particular in our narrative, because, in the splendour of the victories of Bridgewater and Chippewa, the sortie from Fort Erie is too often forgotten.

After passing 15 miles farther, over a sandy though very good road, the tourist arrives at *Chippewa battle-ground*. The battle of Chippewa, probably one of the most brilliant actions recorded in the annals of war, was fought on the 5th of July, 1814 (on the plain south of the creek), between the British forces under General Riall, and the American under Generals Brown, Scott, Ripley, and Porter. At this battle the forces on each side were equal. The attack was commenced by a division of the enemy under General Riall. General Porter, at the head of a column of volunteers, met them, and, after a brief but severe contest, drove them from the field. As he pressed on he was intercepted by the whole of the enemy's

column in order of battle, and here the volunteers fought desperately, until they were overpowered by superior discipline and numbers.

From the heaviness and regularity of the firing, General Brown, suspecting the British regulars were all engaged, ordered Scott's brigade and Towson's artillery to advance, and draw them into action on the plains. Scott had no sooner crossed the bridge at Street's Creek, than he encountered and gave battle to the enemy. Captain Towson had previously commenced his fire while the infantry was in array, and, when they were ready, took post with three pieces on the river on the extreme right, commencing a spirited fire on the opposing batteries. The ardour of Scott's brigade, partaking of the spirit of its leader, pressed on resistlessly, when the enemy broke and finally fled behind their batteries at Chippewa. General Brown drew off his victorious forces, covered with honour for their successful encounter of the veterans of the peninsula. One mile north of the battle-ground the traveller notices a small cluster of buildings; this is the village of CHIPPEWA, situated on both sides of the creek, a sluggish stream forty miles in extent, and used as a feeder for the Welland Canal. There are several mills in the vicinity.

LUNDY'S LANE is 1 mile farther north, the scene of another battle, which commenced at six o'clock in the evening of the 25th of July, 1814. Both parties claimed the victory, with what justice the following circumstances will show.

General Scott, with his brigade, which he had personally brought to the highest state of discipline, suddenly found himself in presence of the enemy, and, though inferior in numbers, boldly advanced to the attack. While engaged under this disparity of numbers, disputing every inch of ground, General Brown came up with a re-enforcement. The enemy's artillery planted on a commanding eminence, now crowned with the graves of the glorious dead, became so annoying, that Colonel Miller was asked if he would attempt to carry the position. "I will try," was the laconic answer. At double quick time he advanced with his regiment, delivered a destructive fire at a few paces, and then rushed on the enemy with fixed bayonets, who gave way and retreated to the bottom of the hill. For want of horses only one piece was brought off. The enemy were pursued in their retreat for some distance, and the Americans commenced securing their prisoners and taking care of the

wounded. While thus engaged, General Drummond came up with a re-enforcement of troops just arrived from Kingston, and recommenced the attack. A short engagement of twenty minutes ended in the repulse of the British army. General Brown retired from the field at 12 o'clock at night, in good order, to his own camp, bringing off his prisoners and wounded. Nothing but the want of horses prevented him from carrying off *all* the captured artillery. This battle, won from the veterans of Wellington, established the character of the American troops for coolness, bravery, and physical endurance.

Burning Spring is half a mile north of Lundy's Lane. The spring is enclosed by a small building. A barrel is placed over the spring, which has a cover with a tube in it, through which the gas (sulphuretted hydrogen) escapes: when a light is applied it ignites and burns brilliantly. The keeper of the spring requires a small fee from visiters. Half a mile north of this spring are the celebrated

Niagara Falls. These falls are situated below Grand Island, on the Niagara River, about 20 miles from Lake Erie, and 14 miles from Lake Ontario. This river unites the waters of these two lakes, and is from 1½ to 6 miles wide. Above the falls the banks are from 4 to 100 feet in height, and immediately below not less than 300, at which height they continue as far as Lewiston, where they suddenly fall off to about 20 feet. The river at the falls is about one mile in width; the cataract pours over a concave summit, and falls (on the American side) almost perpendicularly 164 feet. The Horse-shoe Fall (on the Canada side) descends in a curved form, projecting about 50 feet from its base, to the distance of 158 feet. The descent of the rapids above the falls about 58 feet, making the whole height over 200 feet. *Table Rock*, which projects about 50 feet, is generally considered the most eligible place for viewing the falls on the Canada side. The descent from the rock is by circular steps, which are enclosed; at the foot of these stairs commences the passage under the great sheet of water, where visitants are supplied with dresses and a guide. The farthest approachable distance is *Termination Rock*, 153 feet from Table Rock.

An English writer, in speaking of this passage, says, "We reached a spot 153 feet from the outside or entrance by the assistance of a guide, who makes a handsome livelihood by

this amphibious pilotage. There was a tolerably good, green sort of light within this singular cavern; but the wind blew at first in one direction, then in another, with such alarming violence, that I thought at first we should be fairly carried off our feet and jerked into the roaring caldron beneath. This tempest, however, was not nearly so great an inconvenience as the unceasing deluges of water driven against us. Fortunately, the direction of this gale of wind was always more or less upward, from the pool below, right against the face of the cliffs; were it otherwise, I fancy it would be impossible to go behind the falls with any chance of coming out again. Even now there is a great appearance of hazard in the expedition, though experience shows that there is no real danger. Indeed, the guide, to reassure us, and to prove the difficulty of the descent, actually leaped downward to the distance of five or six yards from the top of the bank of rubbish at the base of the cliff along which the path is formed. The gusts of wind rising out of the basin or pool below blew so violently against him that he easily regained the walk."

The cataract of Niagara, the grandest spectacle in the world, suddenly bursting upon the sight of its first visiters, who could contemplate nature in her wild native dress, must have struck their senses more potently, and excited their feelings more intensely, than it can now do of those who see it surrounded by cultivated fields and monuments of art.* What can we imagine more beautiful, more truly sublime, than a majestic river suddenly contracted into less than half its former width, after tumbling over a bed of loose rocks, precipitated, roaring as it were with very terror, into a dark caldron below, maddened and lashed into foam white as the driven snow, and throwing up a thick column of spray towering to the very arch of heaven—a cloud that is seen to hang over

* Father Hennepin, a missionary traveller, who visited the Falls in 1679, says, "Between the Lake Ontario and Lake Erie there is a vast and prodigious cadence of water, which falls down after a surprising and astonishing manner, insomuch that the universe does not afford its parallel. This wonderful waterfall is about 600 feet, and composed of two great cross streams of water and two falls, with an isle sloping across the middle of it. The waters which fall from this horrible precipice do foam and boil after the most hideous manner imaginable, making an outrageous noise, more terrible than that of thunder: for when the wind blows out of the south, their dismal roaring may be heard more than fifteen leagues off."

the Falls by those navigating Erie and Ontario—by spectators a hundred miles distant from each other. Add to this impression on the eye that made upon the ear, and our own senses partake of the wild tumult of the scene. Confused, we leave the spot with a true idea of the vast, the grand, the sublime. Captain Hall recommends the first view to be taken from the stageroad, 2 miles below the falls, and this is the advice also of Mr. Ingraham, the author of the Manual.

The Falls on the *American side* (divided from the *British Falls* by *Goat Island*, which stands on the very verge of the precipice) are truly magnificent, though of less magnitude than the other. Here the admirer is presented with a variety of charming views and an effective arrangement of the picturesque; but for a single view, in which you would gaze on sublimity itself, take your stand on Table Rock. A flight of stairs has been erected a few rods below the falls descending to the ferry, where a boat with good oarsmen is always ready to convey passengers to the opposite shore. Many are of opinion that the view from the boat, whirling about in the eddies, is more interesting than any other: we advise all to cross and judge for themselves.

A bridge, constructed by Gen. P. B. Porter, of Black Rock, leads across the rapids to *Bath Island*, a quarter of a mile above the falls, which is connected to *Goat Island* by means of another bridge. At the tollhouse on Bath Island is kept for sale a good collection of minerals and other curiosities of the country. *Brig Island* is near, and connected with Bath Island by a narrow bridge. It curiously resembles the main and quarter decks of a brig, and is a delightful spot whereon to sip an ice or lemonade.

Goat Island, sometimes called Iris, is laid out in delightful walks, which are shaded by a great variety of the lofty trees of the American forest. It derived its name from the fact of an aged and venerable goat having resided and held undisputed right there for several years prior to its being trodden by human feet. There are many fine views of the rapids above, and of the grand fall on the Canada side, from several points on the island. At the foot of this island is the *Biddle stairway*, erected by N. Biddle, Esq., president of the U. S. Bank. Near this place *Sam Patch*, who affirmed "some things can be done as well as others," and whose ambition led him to seek fame by *sinking* rather than *rising* in the world, made a

leap of 118 feet descent into the water below, from a platform supported by ladders erected for the purpose. This was in the fall of 1829, a short time previous to his last fatal jump at Rochester.

Terrapin Bridge formerly extended about ten feet over the precipice of the Crescent Fall, and afforded a splendid view, though one that intimidates the gentle and makes "the brave stand still." It is now, however, so much injured as not to be safe farther than the Tower. It naturally excites queer emotions to find one's self suspended, as it were, in mid-air over a yawning precipice, and causes an involuntary shudder as we turn our eyes from the giddy depths and the ever-falling cataract.

The Tower is located about midway of this bridge. Those who desire a beautiful and living picture of the falls will visit the Camera Obscura, which presents an effective miniature of the falls and rapids, particularly when the sun shines, as there are then always several rainbows in the vicinity. The *lunar bow*, occasionally seen, is very beautiful.

Whirlpool, 3 miles below the falls, is a curious combination of small pools, constantly generating and vanishing, included in one large sweep or pool, which is caused by a sudden elbow in the channel. It appears to the best advantage at low water; and, at such times, the same log has frequently been known to remain whirling about in the pool more than a month. The prevailing idea that nothing passes the whirlpool, that it is fathomless, and that everything coming within its vortex is swallowed up and hurled into oblivion, is entirely erroneous. The *rapids* for a mile above here are beautiful beyond comparison with those above the falls.

Devil's Hole is 1 mile farther down, and exhibits a precipice very favourable to the idea that the falls were once there. The theory that they have receded even from Lewiston has generally obtained, though, admitting it, their progress must have been extremely gradual, as *La Hontaine** described them in their present position more than one hundred and fifty years ago. There is a tradition that, during the old French War, a

* *Baron La Hontaine*, who visited the Falls in 1683, says, "As for the waterfall of Niagara, 'tis 7 or 800 feet high, and half a league broad. Towards the middle of it we descry an island that leans towards the precipice, as if it were ready to fall. All the beasts that cross the water within half a quarter of a league (660 yards) above this unfortunate island are sucked in by force of the stream."

party of traders, with their horses, wagons, and baggage, were precipitated from the road into this horrible chasm by a gang of hostile Indians whom they met when passing to Lake Erie.

The Pavilion Hotel and Clifton House are on the Canada side, situated on commanding spots near the falls. The visiter has a beautiful view of the surrounding country from the roof or piazzas.

The *City of the Falls* is laid out a short distance below the Pavilion, and several pretty cottages have already been erected. The land was purchased here by a company some years since, with a view to selling building-lots to the inhabitants of our Atlantic cities, as well as foreigners, who may desire a private summer residence at the falls.

There is a neat pretty village on the American side called *Manchester*, in which is an excellent hotel. From here there are cars going almost hourly to LEWISTON, a small village located on the ridge forming the celebrated Ridge-road from Rochester to Lewiston, and in appearance a very garden of fertility. From here the American steamboats leave three times a week for Ogdensburgh (on the route to Montreal) and the intermediate places. Conveyances are also constantly plying from the British side to QUEENSTON, directly opposite Lewiston, from which place the British boats depart on the route towards Montreal.

NAVY ISLAND. Recent events have given importance to this locality. It is situated 600 yards from the Canada shore, and northwest from Owanungah or Grand Island. It is 2000 yards long, 860 yards wide at its greatest breadth, and contains 304 acres. It derives its name from the circumstance of its being the place where a fleet was built for the protection of the upper lakes by the British government. Here it was that a band of Canadian refugees and American volunteers landed, and for some weeks maintained themselves against the fire of the batteries of Chippewa and the proclamations of Governor Head during the late insurrection in Canada. A provisional government was established by Mr. M'Kenzie, and a military force organized under Mr. Van Rensselaer, the eccentric son of Gen. Solomon Van Rensselaer, of Albany, well known for his attempt on Queenston heights.

It is alleged by Mr. V. R., that if his confederates had furnished him with a steamboat, to enable him to land his men

above Chippewa, he would have fought his way to Toronto. The destruction of the Caroline, an event too recent and well known to require any explanation here, doubtless prevented him from receiving the expected aid. The "patriots" abandoned the island without loss or discovery, and it is said a heavy fire was opened upon the deserted breastworks the day after the evacuation. No doubt we shall have, some day or other, amusing accounts of this affair.

DIRECTIONS TO VISITERS. Ingraham, in his Manual, advises his readers to approach the falls from Lewiston; on arriving at the hotel on the American side, to secure the services of a guide to be found at Hooker's Museum; then to proceed across Goat Island, visit the Terrapin Bridge, the Biddle Staircase; turn to the right, and carefully visit the "magnificent hall" formed by the falling flood of the Central Fall. Here is the famous Cave of the Winds, or Eolus's Cave, discovered 27 years since. It is 50 feet wide and 100 high, situated directly behind the Central Fall. It was entered for the first time July 14, 1836, by Mr. Parsons. On the British side, the visiter will hurry to the Table Rock, and here he will find the view too magnificent to be described in words.

The fall next the American side is called the Schlosser Fall, 56 rods wide, 167 feet high. Prospect Island, 10 yards wide, separates this from the centre fall, which is also 10 yards wide. Goat Island then intervenes, 80 rods in width at the edge, and then comes the Great Crescent or Horseshoe Fall, a quarter of a mile wide in a direct line, or half a mile following the curve. The fall is 13 feet lower than the Schlosser Fall, and this is the reason why so much more water passes over it. It is estimated that 1600 millions of cubic feet of water pass over these falls every hour.

The guide-books, expressly devoted to the localities of the falls, contain many other directions, and to Steele's and Ingraham's we refer our readers. These are for sale at Buffalo and the falls.

BROCK'S MONUMENT. This tribute to the memory of the gallant Sir Isaac Brock, who fell in an action with the Americans under General Solomon Van Rensselaer, October 13, 1812, was erected a few years since by several spirited individuals of Upper Canada. It has a base of about 20 feet square, with a spiral shaft extending to a height of 126 feet. A statue

of Brock is intended to be placed on its summit. It is located on the heights about a quarter of a mile from Queenston, and affords the visiter a rich and varied view from its pinnacle.*

The steamboats leaving Lewiston are the *United States* and *St. Lawrence*, for Oswego daily. On the British side, leaving Queenston, the *Niagara*, *William IV.*, *Cobourg*, and *St. George*. A boat will leave Lewiston or Queenston every day of the week. There are on the lake and St. Lawrence, between Ogdensburgh and Niagara, other boats: *Oneida*, *Queenston*, *Transit*, *Kingston*, *Sir James Kempt*, *Britannia*, *Black Hawk*, *Charles Carroll*, *Perseverance*, *Brockville*, *Iroquois*, *Canada*, *Prescott*, *Commodore Barrie*, and the *Traveller*. The *Telegraph*, a new boat, has been chartered by government, is armed, and kept in commission to protect the frontier. The Queen has also an armed steamer on Lakes Ontario and Erie.

Leaving Lewiston, the boat proceeds down the Niagara, whose verdant banks, still deep-moving current, and transparent surface cause us unconsciously to contrast the scene with the one we have last gazed on. There are the "troubled waters," mad, billowy, and raging: here, calm, mild, and submissive, subsided into childlike placidity.

The first stop is at YOUNGSTON, half a mile from the mouth of the river; and the next at *Fort Niagara*, famed as the place of Morgan's imprisonment, which is located directly at the junction of the river and the lake. This place is fortified, but not generally garrisoned. It is a spot celebrated in our colonial and subsequent history. It was built by the French in 1751, and captured from them in 1759. It remained in the possession of the English during the war of independence; and though, by the terms of the treaty, it became the property of the United States, it was not delivered until 1795. During the war of 1812–15, when General M'Clure evacuated Fort George, Lieutenant-colonel Murray, with a body of British troops, crossed the river at night and made an assault on it in the morning of December 19, 1813, and took it by storm. It again remained in the possession of the enemy till the conclusion of the war. The stone wall along the lake has been built since that period.

Fort George, opposite, has been always considered a post of great importance; and, though now in ruins, has been the scene of much hard fighting. On the 27th of May, 1813,

* Only the ruins are now to be seen, as it was blown up with powder by an incendiary in 1840.

after a heavy cannonade from Fort Niagara, and a battery which gained the *soubriquet* of the "Lighthouse," commanded by the gallant Towson, the Americans landed from the fleet under Chauncey in three brigades, led on by Colonel Scott. After a short resistance, the enemy fled, and were pursued some distance. This triumph was succeeded by a series of misfortunes to the American army, and finally the post was abandoned by the commanding general, M'Clure of the militia, who, on his retreat, most unjustifiably burnt the town of Newark, now Niagara, and paved the way for severe retaliations on the part of the enemy.

The works which contain the present barrack are part of a later work called Fort Massasauga, built since the war. The *Welland Canal*, connecting the Lakes Erie and Ontario, empties into Lake Ontario about 14 miles above this place. Many vessels ply regularly between the different ports on both lakes by means of this canal, though it is frequently out of repair, having never been fully finished. It was originally owned in part by the government of Upper Canada; and the rest, being the major part, by individuals, who in 1834 proposed to relinquish their stock on condition that the government would reimburse them principal and interest. On the 28th January, 1834, the legislature passed a resolution acceding to the terms; but on the following day had a reconsideration, which resulted in appropriating $200,000 for the improvement of the canal; which placed it in a complete condition, beneficial to the community and profitable to the proprietors.

We now strike out on the pure, broad waters of Lake Ontario, which is the boundary between the United States and Canada. It is 180 miles in length, and varies in breadth from 30 to 60 miles. The water is very deep, clear, and cold, and abounds with fine fish; the sturgeon, salmon, muskalonge, as also a great variety of smaller ones; and from the following account of John Maude, under the date of August 28, 1800, it seems that more uncomely fish were once, and perhaps now are, the tenants of this great inland sea: "A boat that had sailed from York, the present seat of government, unexpectedly returned again; the people on board relating with great terror their having seen a great *snake*, at least *thirty feet long*; which, from its rearing its head and forepart of its body out of the water, they conjectured meant to attack them. The Indians present, who have always a

corroborating story ready, asserted that their people had seen three such snakes, and had killed two!"

YORK, or Toronto, as it is now called, late seat of government of Upper Canada, is 36 miles from Fort Niagara, directly across the lake. The harbour is formed by a peninsula extending into the lake called Gibraltar Point, and affords great protection to vessels in hard weather, though it is very difficult of entrance, the channel being quite narrow. On the extremity of the peninsula a lighthouse is located; and opposite, on the mainland, is the garrison and the battle-ground where the gallant Pike fell.

YORK is a busy, bustling town, and presents more nearly the appearance of an American village than any other in the Canadas; there are a great number of stores, and many of them are kept by young men from the States. It is uncommonly thriving, and the value of property is nearly as high as in the city of New-York: more than 300 buildings were erected in 1833. It was taken by the Americans under General Dearborn in 1813, and soon after evacuated. It was twice visited by the Americans during the war.

There is a singular sect in this vicinity, of whom you occasionally see a specimen in town, called, *Tunkers* or *Dunkards:* they present a most extraordinary appearance, wearing beards nearly two feet long, little skimmer hats, and long-skirted coats. Some miles in the interior is the village of *Hope*, which is inhabited by a still more peculiar sect of people, the *Davidites*, or *Children of Peace*, who derive their name from its founder and present leader *David Willson*. The village consists of 40 or 50 neat dwellings, and has a picturesque location on the declivity of a hill: but what renders it most imposing is *David's Temple*, erected last year on the summit of the hill. It is 70 feet square at the base, of a pyramidical shape, and about 80 feet in height, with a pulpit and orchestra in the interior. Connected with the society is a band of *singing virgins*, who have an annual feast, at which they celebrate their religion after the manner of the Mosaic, and demonstrate their joy by singing, dancing, &c. When one of the sect wishes to *matrimonialize* a virgin, he informs David of the fact, who appoints a "time and place" of meeting, and allows the pair two hours to determine whether

"'Tis better bear the ills they have,
Or fly to others which they know not of."

David keeps the store, makes their laws, is arbitrator, judge, advocate, and general financier.

Toronto, so named from a small river of that name a short distance westward of the town, has recently become so important in the eyes of the curious, that a sketch of a day passed there the last season, from the pages of the New-York Mirror, may possibly amuse the reader, particularly if he should happen to have this little book in his hand while crossing over in the Transit from Niagara.

"I have been several times at Toronto, and am one of the few Americans who have taken a fancy to the place. It may be because I visited it in company with some agreeable companions, or because I have there some kind and attentive friends. My more recent excursion has a reminiscence connected with it which induces me 'to write it down.' Not long since I found myself with a small, snug party of travellers, standing on the wooden wharf at Niagara, waiting for the morning boat to Toronto, and watching with anxiety, *ad interim*, a cold gray sky, which we all pronounced quite out of character for the season. Some shivering urchins near us were trying to catch their breakfasts off some dingy-looking schooners, ever and anon jerking up their lines with an energy that endangered the eyes of the nearest spectators. Opposite, several boats had put off from Fort Niagara for similar purposes, the fort itself standing out clear and massively from the back-ground of the picture, composed alike of water and of sky.

"No others than fishermen seemed in possession of the fortress, unless the attendant of the lighthouse might have been so considered; he whose nightly avocations have continued uninterrupted amid all the changes of the war-department and the arrival and departure of the military. This beacon-light had once guided my path during a stormy night, and I greeted my old friend with pleasure, as it now sentinelled the waste of waters.

"By-and-by, each moment growing more tedious, the smoke of the Hamilton's chimneys was seen enlarging in volume and decreasing its distance; and, in a few minutes, a neatly-constructed steamboat, painted black, with a red stripe below her guards, came alongside from Lewiston and was made fast to the dock.

"Our luggage was speedily transferred, and we soon found ourselves on board and under way. I always have had an idea that something of the character of a town may be guessed by the conversation that takes place between those who are leaving home in a steamboat and those who remain behind.

"I remember that when I was once at Shrewsbury, New-Jersey, the whole gabble was about marketing and peaches. At the New-York wharves there is a good deal of cockney pretension discoverable in the interminable nothings about 'town,' 'in town,' 'out of town,' 'going up the river to Mr. ——'s place;' 'hopes of meeting Mr. A. and Mrs. B.,' some ultra fashionable names being loudly repeated for the benefit of the by-standers, to the great satisfaction of the narrator himself. At Albany I have frequently been pleased with the same kind of good-by conversation—'I'm off for a *few* days;' or 'Tom, don't forget to go down to Jim's, and get that are fish and ile.'

"On this occasion, the sounds that floated around me were those of persons who shone with reflected light. 'Are you going 'ome?' 'Did you see Captain Rifle before you left?' 'The Honourable Mr. M'Tab is arrived from St. Catharine's, *for* I just now left him.' 'Don't forget to tell the mantua-maker at Toronto that the Honourable Mrs. Belton wishes her dresses sent up by the next boat.' By the time I had fairly endeavoured to learn whether these scraps of conversation would justify my theory, we were off several miles from the shore, and it was with some difficulty I recognised the port we had left behind us.

"The Hamilton was a very comfortable boat, and rejoiced in a pair of pretty engines, with improved boilers, that drove her along readily at the rate of twelve miles an hour. After a couple of hours we began to see the outlines of a distant town ahead, and a lighthouse, to which we seemed running down. By-and-by a low sandy beach discovered itself on our right, with a few huts upon it; to the left, a long bank, crowned with handsome dwellings, and behind it clusters of roofs, that bespoke a thickly-settled town. As we entered the harbour, which lies between the low sandy point and this natural terrace, we found it opening up before us a considerable distance, and possessing a channel of some narrowness, marked out by a line of buoys. In a few minutes more we were fairly at the wharf, consisting of a long wooden platform extending out

from the shore, and alongside of other steamboats, all hot and whizzing, ready to move at the first jingle of the pilot's bell.

"While the captain was making his vessel snug and fast we had time to look around us, and fix in our mind's eye the prominent features of the place. In one direction a dismasted windmill rose up before us; in another was a vessel on the stocks, lying among other vessels that had probably been launched from the same spot; in front of us stretched the town, consisting of a large number of buildings, generally of a style of architecture unusual to us. Here and there some large square dwellings, of three or four stories in height, towered above the rest, of which the roofs projected on every side. Such a one was the governor's house, which was painted of a yellow colour, surrounded by shrubbery, and distinguished by a flagstaff, carrying the red cross of St. George. Along the terrace were some very showy houses in the cottage, and others in the Gothic style. In a word, there was an air of substance, of taste, and of refinement discoverable in many of the mansions which thus met our view. On the extreme left of the town, upon the terrace already mentioned, was the barracks, near which a spot was pointed out as the scene of the death of Pike. I could not help thinking, notwithstanding the early services of this gallant soldier, and the distinguished bravery with which he led the attack at Little York, that his memory will longest be cherished by those who have any tenderness of heart, for the exquisite letter which he wrote his wife on the eve of the engagement. It is often thus that some striking incident of a casual nature does more to portray the real character of a hero than all the 'bruised arms' he may have 'hung up for monuments.'

"To the right of the barracks, at some distance, are the government-house and public offices, substantial and well-designed edifices of brick, that present an imposing appearance, and claimed our next attention.

"After having sent our luggage to the Ontario House, for the North American was full, we strolled about the place. There were evident signs of improvement; buildings were being erected, streets macadamized, labourers were busy everywhere, and the shops filled with goods. These are quite in a different style from our own. They contain many articles of merchandise which are never seen in ours under any circumstances. I found on sale a great variety of useful

things, which I should have been glad to bring away had not the duties been too heavy. A few articles of real utility, however, proved too much for my self-denial, and were forthwith transferred to my possession. In the bookstores I found many valuable editions of late scientific works, not yet imported by our booksellers, and in the jeweller's shops very unique objects of taste that are not 'in fashion in the States.' In short, had I been *mercantile* in my pursuits, I could have made some bargains 'worthy of attention.'

"At this time the colonial parliament was in session, the question of a suspension of specie payments being the subject of discussion.

"We entered the house of assembly while a debate was going on, and had an opportunity of observing the forms of business. The room was a large square one; on one side was a number of plain seats for spectators, rising one above another, and of very simple construction; these were separated from the house by a railing in front. Opposite the seats of the spectators sat the speaker, on an ill-constructed seat, in front of a screen of green baize. At his right hand was a small desk, equally inconvenient with the seat itself. The speaker was a good-looking man, dressed in a black gown and cocked hat—Mr. M'Nab. In front of him was the clerk's table, at which sat an elderly person, also in a black gown. Around this table, at a little distance, and in two parallel circles, sat the honourable members, each having a little square pedestal before him, which served for closet and desk. There was nothing striking in the appearance of these gentlemen. They were rather slovenly in their dress, and not very intellectual in countenance. The peculiarities which would strike an American were the occasional cries of 'hear him, hear him,' not deep nor loud, with which they occasionally greeted the speakers.

"A distinguished leader of the government made a speech of some humour, which was well received, and some others briefly addressed the chair without displaying any particular talent. On calling up a local bill, the house went into a committee of the whole, upon which the speaker left the chair, and the sergeant-at-arms went up to the clerk's table, took the wooden mace which lay there, and placed it underneath. I discovered that the officers of the house wore a rosette and riband of black silk upon the collars of their coats

behind, in imitation of the tie of the bag-wigs still worn by some officials in the mother country. Across the hall was the council-room, which we next visited. This is a large, handsome room, having carpets and draperies of crimson, and railings and chairs of dark and polished oak. A handsome throne stood on one side of the room, with appropriate insignias. A few gentlemen in gowns were scattered about, engaged in reading, the council not then being in session. A venerable old man, dressed in a full suit of black, cut in an antiquated style, sat in front of a table outside the bar. The rosette behind, and a superbly-mounted dress-sword in his hand, at once indicated his being the sergeant-at-arms. While we were admiring the neatness of this apartment, we recognised among the loungers a gentleman in his robes, who proved to be a highly-valued acquaintance of former years. Through his kindness we received immediate introductions to some of the most distinguished persons in the province. The gentlemanly person and wellbred manner of the attorney-general was not lost upon us, nor did the force of his conversational powers escape our notice.

"Our next movement was to the government-house, and, though not a public day, we were promised a sight of Sir Francis Bond Head. A grenadier at the gate and another at the door of the house reminded us of the state in which the representatives of England maintain themselves wherever her red cross is displayed. We entered a small square room plainly furnished, which communicated on two sides opposite with other rooms. Near a small table sat the governor's orderly, his sword unhung, and his white gloves and bearskin-covered cap lying before him. A large book, containing the names of the visiters, seemed to be in his charge. Our friend, aware of the circumstance that this was not a visiting day, sent up his name to the aiddecamp in waiting, and whom we could see at the time sitting in another room adjoining. Colonel Halkett,* who is a captain in the guards, a very fine and gallant officer, immediately went in to the governor, and after a few moments asked us into a small anteroom on our right hand, in which was a table covered with newspapers. Here we remained but a moment, when we were asked to walk into the governor's office. As we entered a person of middle size,

* Since married to the accomplished daughter of the veteran Colonel Moodie, who was killed by the insurgents near Toronto.

dressed in a drab frockcoat, buff vest, light trousers, and shoes; a gold watchchain about his neck, that was passed with some care through sundry buttonholes, rose from a sofa underneath a recess in the wall, came forward to give us his hand, and ask us to be seated. His countenance was not what could be termed a fine one, yet it was manly, and his eyes were quick and sparkling. Long service in various climes had imbrowned his complexion, and his hair, which stood quite erect above his forehead, was almost gray. In front of him was a long table covered with boxes and papers, and at the opposite end a young lad was busily engaged in writing.

"Our conversation turned on the climate of Canada, the governor's fondness for equestrian exercise, natural enough to one who had galloped across the Pampas. He expressed great desire to see the western prairies, and to learn the result of Mr. Catlin's labours in the study of aboriginal history and manners. He impressed us with the conviction of his being a man of ability. Indeed, although his connexion with the Errol family may have been one cause of his advancement, yet his literary efforts are of a character to place him among the first men of his class. His Tour across the Pampas, his Bubbles from the Brunnens, and his Poorhouse Report, are productions too well known to require any commentary from a passing traveller.

"We took our leave much pleased with the interview. Our curiosity was gratified by a personal knowledge of a celebrated character, and I am one of those who believe

"'The proper study of mankind is man.'

"The indisposition of Lady Head alone prevented her from receiving us, although the hour of our visit was rather one of necessity than etiquette. The rest of the day was spent in viewing the town, watching the vessels in the harbour, and observing the peculiarities and foreign air of the equipages which rolled through the streets. A late and indifferent dinner ended the day.

"At ten o'clock P. M. we went on board the Great Britain, an admirable seaboat, commanded by Captain Whitney, bound down the lake the same night. The large staterooms, the excellent fare, and the kind attentions of the commander, made our trip a pleasant one. Was this a proper moment, I could relate some interesting anecdotes both of the vessel and

captain. Lake Ontario is a sheet of water that is not to be passed over without due caution. A most beautiful sky, a clear atmosphere, and a calm surface, made our brief voyage one of unalloyed comfort. While we glided gayly along the beautiful shores of Canada, we could not but admire the vast fields open to human improvement, nor overlook the fact that the manners and customs prevailing in the provinces afforded a striking and a picturesque contrast to those on our own side. It was this peculiarity that made us chiefly remember a DAY AT TORONTO."

CHARLOTTE, a small village at the mouth of the *Genesee River*, is the next landing-place. There is a good lighthouse here, and the government has recently erected piers, by which it is rendered a safe harbour. It is one hundred and ten miles from York, though only eighty-five from Niagara along the coast. Ascending the Genesee, a beautiful meandering river, quite narrow, enclosed in high banks, with scenery not unlike that of the Hudson—5 miles, we arrive at *Carthage* or *North Rochester;* at which place the boat is generally delayed from three to five hours, giving the passengers time to visit the city of Rochester, 3 miles distant (by means of a railroad), and return to pursue their tour. The "Lower Falls" of the Genesee are at Carthage, and well worthy a visit. The wreck of the far-famed "Carthage Bridge" is here to be seen. A single arch of 300 feet chord and 250 elevation formed the bridge.

The exports from this port of Rochester are very large, and the annual value is estimated at $500,000. Coasting along, the boat, if it has previously touched at Rochester, passes by Pultneyville, the mouth of the Irondequoit Bay, and then Great Sodus Bay, a beautiful harbour, with 8 feet water on the shallowest part of the bar, and a circumference of 18 miles. It abounds with fish and fowl, and its shores present the most picturesque sites for building. From Port Glasgow, at the head of the bay to Clyde, on the Erie Canal, is a distance of ten miles and three quarters. A ship canal to the Cayuga lake is now in progress. Twenty-eight miles farther is the justly admired and celebrated port of

OSWEGO. It is one of the best harbours on the lake. This fast-growing village is located on an elevated site at the mouth of the Oswego River, the channel through which Oneida, Cayuga, Seneca, and several smaller lakes discharge their surplus

waters into Lake Ontario. It has many natural advantages as a manufacturing and commercial town besides those given by the completion of the Oswego and Welland Canals, and will always be one of the most important places on the northern frontier. The village lies on both sides of the river, and is connected by a bridge 700 feet long. It comprises several fine churches, mills, warehouses, and two banks, and lies seventy-five miles northwest of Utica, for which place stages and canal-packets leave daily. Its present population is about 6000. There is a fine harbour here, formed by a pier across the mouth of the river, which has been erected by the United States' government at an expense of about $100,000. There is a fine drydock here, with the finest and most improved machinery, for hauling out vessels of the largest class.

Oswego is favoured with extensive water-privileges, formed by falls in the river a short distance from the village. A very extensive canal is completed on the west bank of the river, for the purpose of supplying power to mills and manufactories, which will doubtless add to the already prosperous condition of the place. There is a daily line of packets from this place to Syracuse. The lake steamboats touch every day to land and receive passengers.

SACKETT'S HARBOUR, 40 miles farther, is the next place at which the boat stops. The principal objects worthy of notice are the United States' barracks, and the large ship still on the stocks and enclosed, it not having been finished when peace was declared. This village was, until lately, hardly known except as the rendezvous of the army and navy on the lakes during the late war; but the real advantages of the place have been recently developed, and it is now in a growing and prosperous condition. It is now garrisoned in part only.

WATERTOWN is a village with near 4000 inhabitants, ten miles inland from the harbour, and possessed of almost unlimited water-power. Several woollen factories, flouring mills, and machine shops are now in operation here. There is a bank, an academy, several churches, and other public institutions.

Black River empties into Sackett's Harbour (which is the best on the lake) a little north of the village. A stage leaves here daily for Utica, 98 miles distant. Passing *Stony*, *Gallop*, *Pigeon*, and the *Royal Duck Islands* on the left, *Bull-Rock*

and *Bear Points*, *Grenadier* and *Simcoe Islands* on the right, the boat arrives at the town of

KINGSTON, U. C., which lies 38 miles directly across the lake from Sackett's Harbour, and at the head of the British channel of the St. Lawrence River. This is a flourishing town in the Midland District of Upper Canada, about two hundred miles southwest of Montreal. Its principal buildings are the Courthouse, Episcopal Church, the barracks of his majesty, and two banks, the "Commercial," and a branch of the "Bank of Upper Canada."

The *Garrison* is on the peninsula across the bay, and presents a very grand and formidable appearance when approached from the lake or river. It is so located as to afford almost perfect security to the town in case of invasion. The officers are gentlemen, and afford every facility to strangers visiting the establishment. Several vessels are seen on the stocks, where they have stood ever since the late war.

The *Rideau Canal*, communicating with *Bytown*, on the Ottawa or Grand River, commences here. It has been in operation a short time, and promises to be of great value to the public, if not to government, as it opens a communication with a fertile region of country before hardly known, abounding with scenery, the cragged tree-topped mountain, the sporting waterfall, and the shining river, which, for boldness and beauty, cannot be surpassed.

Mr. Hume, whose book, "Canada as it is," we recommend to the Canadian traveller, says, "All must acknowledge the beauty and sublimity of the Alps, the stupendous grandeur of Niagara; but the diversified and interesting scenery of the Ottawa must not be denied."

The boat now enters the noble St. Lawrence; and, at the foot of *Long* or *Grand Island*, on the right, about 10 miles from Kingston, we approach the THOUSAND ISLANDS. It is said that these islands number 1300, though they are not, as many suppose, included within a circumference of a few miles, but embrace a distance of nearly fifty miles. He who could count the islands in this strange labyrinth must have been possessed of the most indefatigable, yea, of more than woman's curiosity. They have high, rocky shores, are most of them covered with a dense wood, separated by narrow, winding, and intricate channels, and full of fastnesses of great natural strength. At this time (June, '38) the celebrated "Bill

Johnston" and gang, who burned the steamboat Sir Robert Peel in May last at "Wells' Island" (one of the Thousand Islands), are lurking among them; and, being well armed, and provided with ammunition and boats adapted to the winding channels, the military in pursuit find it difficult to capture them. Johnston is a Canadian by birth, but has been many years a resident of French Creek, on the American side. He is celebrated as the robber of the Canadian mail during the last war with Great Britain.

The next stop is at the American village called CORNELIA, 23 miles from Kingston. *French Creek* empties into the river near the village. This creek derives its name from there having been a French settlement at its mouth during the French war.

ALEXANDRIA BAY is 12 miles farther. Here the boats generally take in wood, which delays them an hour or two, during which time passengers may indulge in the luxury of contemplating a "rock-bound shore." A wag once remarked of this place, that "he hardly knew where the inhabitants found earth enough to bury their dead." The *Redwood Glass-works* are near here. Proceeding 24 miles farther through this chaos of islands, we arrive at

BROCKVILLE. This place took its name from General Sir Isaac Brock, and is decidedly the neatest-looking village in all the Canadas. A large forwarding business is done here.

MORRISTOWN, an American village, is nearly opposite here. The last of the Thousand Islands is seen here. Eleven miles farther, on a most beautiful sheet of water one and a quarter miles in width, and we arrive at

OGDENSBURGH. This village contains a population of about 2000, has considerable trade, and a good harbour in the mouth of the *Oswegatchie* River. Here is the terminating point of navigable water for vessels from Lake Ontario, and the place where goods are transhipped from the steamboats and schooners to *batteaux*, and by them carried down the rapids to Montreal, 140 miles distant. It is equidistant 120 miles from Utica and Plattsburgh. Ogdensburgh was captured by the British under Colonel M'Donell during the late war.

PRESCOTT, a small village opposite here, is where the Canadian vessels tranship goods, passengers, &c.

There are two fine steamboats here, which have been constructed expressly with a view to running the rapids, the *Can-*

eda and *Gildersleeve*. One of these generally leaves on the arrival of the large boats, and proceeds, passing the *Gallop Rapid*, *Rapid Plat*, and through scenery of the most impressive and bewitching character, to Dickinson's Landing, 38 miles on the route to Montreal. Here you take stagecoach for 12 miles (avoiding the rapid called the *Long Sault*, where the water is so swift, that, should the boats descend, they would be unable to return), which brings you to CORNWALL. Here you embark on board the steamboat, which goes 41 miles to COTEAU DU LAC, passing the Indian village of *St. Regis*. From the Coteau you proceed by land to the foot of the *rapids* called the *Cascades*, 16 miles, when you again take steamboat on *Lake St. Francis*, 24 miles, to *Lachine*, a long, straggling, uninteresting village. From here a stage ride of 9 miles, and you arrive at the city of *Montreal*.

MONTREAL is located on an island of the same name, 32 miles in length by 10 in breadth. It is the largest city in either of the Canadian provinces, extending two miles on the river and half a mile back; is located at the head of ship navigation, and may be considered the metropolis of the British dominions on the St. Lawrence and the lakes. Its population is about 30,000. The principal trade here is in lumber, flour, ashes, and provisions, a great proportion of which are received from the United States, and here shipped for Great Britain and the British West Indies.

The late events in the Lower Province have made its governor, Sir John Colborne, quite conspicuous. The curiosity of our readers may possibly be gratified by the following brief sketch of his life, from good authority, though evidently by the hand of a friend.

"Sir John Colborne,* the present commander-in-chief in Canada, was born at Lymington, in Hampshire, in the year 1777. His father had embarked a considerable fortune in the salt manufactories at that place, then in a flourishing state, but which in a few years were all destroyed by excessive taxation, and Mr. Colborne involved in their ruin. In 1786 Sir John was placed in the Blue-coat school, London, where he remained about three years, during which his father died, and his mother became the wife of the Rev. T. Bargus, prebend of Winchester, to which school he was removed, and there finished his education. In 1794 he was appointed an ensign to the 20th, and in the following year promoted to a lieuten-

* Sir John was succeeded this year by Lord Sydenham, formerly a celebrated London merchant.

ancy. In the expedition to Holland under the Duke of York he was severely wounded in the head, and was one of the very few officers who, after being wounded, rejoined their regiments on that service. From that to the end of the war his life was a continued scene of active service. He was in most of the battles in the peninsula, was repeatedly wounded, by which he nearly lost the use of one arm; and every commander under whom he served has borne ample testimony to his abilities and conduct. He married a lady named Young (whose two brothers are married to Sir John's two sisters), and has a large family. He was created a K.C.B. in 1814, and is now colonel of the 94th. He has commanded in Canada ten years, where the kindness of heart and urbanity of manners, both of Lady Colborne and himself, endeared them to all ranks and parties. He is eminently calculated for the circumstances under which he is now placed; for, although vigorous, prompt, and decisive in his military duties, humanity will never want an advocate where Sir John Colborne is present."

There is a college, with 300 students, and several magnificent buildings in the city. The English church, Hotel Dieu, government house, courthouse, theatre, museum, several convents, and the *Catholic church*, which is undoubtedly the finest religious edifice in America. It is 225 feet in length, and will accommodate 10,000 persons. The *Nelson Monument* is near the market-place. "The Mountain," a great resort for strangers, is near, and affords an extensive and very beautiful view of the city and surrounding country.

Montreal is 393 miles north of New-York, and 280 N.N.W. of Boston. The river is here about two miles in width; and the current is so rapid that all vessels are towed up from Quebec, 170 miles below, by steamboats, of which there are a great number, and those of the first order. The *Canada*, Captain Brush, and *St. George*, Captain Armstrong, are ranked first on the list.

Tourists generally make a trip from here to QUEBEC, a place with many attractions for strangers, grand fortifications, and beautiful scenery, though the most interesting object, the *Castle of St. Louis*, was destroyed by fire in 1834, and return to proceed on their way to Albany, via Lake Champlain, Lake George, and the Springs. Guides to the traveller through Montreal and Quebec will be found on sale at the bookstores

of those cities. The scenery on the St. Lawrence between Montreal and Quebec is beautiful almost beyond description, and is rendered doubly interesting by nearly an unbroken row of houses on each bank, interspersed with a church at intervals of six and nine miles.

The mode of proceeding from Montreal is to take steamboat for La Prairie, 9 miles, where cars are in readiness to convey passengers 18 miles to Sr. John's, the foot of navigation on *Lake Champlain*. Many of the most interesting events of our country are associated with the history of this lake. During the French and revolutionary wars, St. John's was a post of considerable importance as a frontier town. It is a place of considerable business, and contains over 800 inhabitants, though it does not present the most prepossessing appearance. The new and fast steamboats Burlington, Captain Sherman, and Winooski, Captain Lyon, leave St. John's alternately every day for Whitehall, 150 miles distant. The Burlington leaves St. John's Mondays, Wednesdays, and Fridays, at 1 P.M., and Whitehall the alternate days at the same hour. The Winooski fills up the residue of the week. Passengers leaving Whitehall at 1 P.M. arrive at Montreal before noon the next day, and those leaving Montreal at 9 or 10 A.M. arrive at Albany the next afternoon. In connexion with this excellent line of boats, stages ply from Plattsburgh to Ogdensburgh, and from Burlington to Boston. The new boat Burlington has made the trip in 9 hours 36 minutes ! !

Isle Aux Noix, 14 miles from St. John's, is a strong military and naval post, in possession of the English. The establishment is fortified and in a good state of repair. A few troops are still kept here. A few years since, the remains of the vessels that fled from the battle at Cumberland Head were to be seen hauled up on the shore.

Plattsburgh, 37 miles farther, is located on a pleasant site, at the mouth of the Saranac River, on the west side of the lake. Here it was that M'Donough and M'Comb achieved a brilliant victory over the British under the command of Provost and Downie, in the last war, September 11, 1814.

The British army consisted of about 14,000 men, while the American army was composed of 3000 undisciplined troops. This handful of stout-hearted ploughmen kept the contending forces at bay for about two hours, and finally obliged them to retire with a loss of about 2500 men. The battle on the lake

and on land was going on at the same time and in sight of each other. Eighty-six guns and 820 men constituted the American force on the lake, opposing ninety-five guns and 1050 men. Commodore Downie fell in the engagement; and a neat monument has been erected to his memory in the churchyard at Plattsburgh, which bears a neat and impressive inscription. Several other officers are here buried, having no monument or record to inform us that they "lived and died," save that engraven on the hearts of their countrymen. General M'Comb's cantonment and breastworks, and the house in which General Provost held his headquarters, are in the near vicinity.

The many associations connected with this village will be sure to interest the traveller, and make a stay of a day or two anything but disagreeable. It contains between 2000 and 3000 inhabitants, and about 350 houses, among which are the courthouse and county jail. Fifteen miles farther and we arrive at

PORT KENT. This is a small village which has grown up within a few years, and promises a continuance of prosperity. Passengers for *Keeseville* generally land here. From here, looking north, may be seen Grand Island, Two Sisters, Isle la Motte, Point la Roche, Cumberland Head, and Belcore and Macomb's Islands: on the east, Stave, Providence, and Hog Islands, Colchester Point; and in the back-ground the Green Mountains of Vermont: on the south, the village of Burlington, and the high peak called the Camel's Rump; the *tout ensemble* forming a more pleasing and picturesque view than imagination can invent. The residence of Elkanah Watson is here quite conspicuous.

BURLINGTON is 11 miles farther, on the east side of the lake. The village is located on a gentle acclivity, rising gradually from the lake, and presents an appearance similar to many others in the New-England States, which have so often been admired by travellers. The *University of Vermont* is located on the summit of the eminence, and affords a splendid view of the lake and surrounding country. The village consists of about 300 buildings, among which are two banks, courthouse, jail, and three churches.

TICONDEROGA is 50 miles farther, and is the place where pleasure-travellers generally leave the boat in order to take Lake George in their tour, though some proceed to *White-*

hall, 24 miles farther, and there take stage for Saratoga via *Sandy Hill* or Albany. The fort and ruins of Ticonderoga are objects of great interest, and are frequently visited. The fortress was constructed by the French in 1756, and, judging from the walls which still remain, must have been uncommonly strong. It stands about 200 feet above the level of the lake. The *Magazine*, under ground, of stone, built arching, remains nearly entire; it is 35 feet long, 15 feet wide, and 8 feet high. A subterraneous passage of 20 or 30 rods in length leads from it to the lake. When Colonel Ethan Allen took the fort, "*in the name of the Great Jehovah and the Continental Congress*," he passed through this channel. This was in 1775. From here a ride of three miles takes the tourist to the steamboat landing at the outlet of

LAKE GEORGE.* This is a beautiful lake, 36 miles in length, and varying from three quarters of a mile to 4 miles in width. "There are few places where a greater variety of inducements attract the stranger than at Lake George. Besides the interest which is excited from an association of many important historic events, this place is rendered peculiarly interesting from the unrivalled exhibition of the beautiful and romantic scenery presented by the lake and its environs." Having taken passage on board the new steamer *Forester*, we pass *Prisoner's Island*, *Anthony's Nose* (this is a standard name; and we as much expect a promontory on every river and lake with this cognomen, as we expect to see Daniel Lambert in every museum), *Roger's Slide*, *Sabbath-Day Point*, *Half-way Island*, and *Black Mountain*, which is 2200 feet in height. Passing *Tongue Mountain* and *Phelps's Deer-Pasture*, we arrive at the head of the lake, where stands the village of CALDWELL, which is 36 miles from our starting point; and the assertion is ventured, that no passage of an equal distance can furnish so rich and diversifying a prospect. The lake is interspersed with a great number of small islands; and its smooth, clear, green surface is strikingly contrasted with the high and rugged shores which enclose it. The finest of fishing is to be found in this lake.

The village of CALDWELL contains about 300 inhabitants, and has a good hotel capable of accommodating 80 persons. It has a church, courthouse, and postoffice. *Prospect Hill*, which is near, affords a rich and diversified prospect from the summit. It is 27 miles from Saratoga; and fishing ex-

* The original name, *Horicon*, has lately been restored to this lake.

cursions are frequently made from there to Caldwell, where tackle, boats, &c., are furnished at the hotel. There are daily conveyances from Caldwell, passing *Glenn's Falls*, to the *Sarotoga Springs*, from which place railroad cars depart for Albany, via Schenectady, several times every day. The railroad from Ballston to Troy being in operation, travellers may have choice of routes to Albany, via Troy or Schenectady. Many go by one road and return by the other.

ROUTE FROM ALBANY TO BALLSTON AND SARATOGA SPRINGS.

SINCE the completion of the railroads, nearly all travellers to Ballston and Saratoga go by way of Schenectady or Troy, where they proceed direct to the Springs by way of the *Railroad*. The Schenectady and Saratoga Railroad is 36½ miles long; the Rensselaer and Saratoga Road from Troy to Ballston, 20 miles long.

On the road to Troy, at the northern extremity of the city, is the Mansion House of General Stephen Van Rensselaer,* who is possessed of an immense estate (extending 10 miles along the river, and nearly 20 east and west), and bears the old Dutch title of "Patroon of Albany." His liberality in advancing literature, agriculture, and charitable institutions is proverbial, as he contributes largely to all. Here the stage strikes the *Macadamized road*, which was finished in 1831, between Troy and Albany. It is six miles in length, and cost over $90,000. After travelling five miles upon this delightful road, you arrive at the UNITED STATES' ARSENAL, located in a most eligible situation on the west bank of the Hudson. The buildings are constructed of brick and stone. From the arsenal to the upper ferry is a continued range of houses, divided into three villages, viz., Watervliet, Port Schuyler, and West Troy; but where the lines of distinction between these places are drawn it is difficult to tell. There are two routes hence to Waterford; one leading through Troy and Lansingburgh, and the other by the junction of the Erie and Northern Canals and the great *Cohoes Falls*, which are worthy of a visit. The traveller can pass over both routes

* This esteemed citizen died in 1839.

in going to and returning from the Springs. In pursuing the *Troy and Lansingburgh route*, the stage crosses the Hudson in a horseboat from West Troy to the city of Troy.

The city of TROY is located on the eastern bank of the Hudson; and the scenery in the vicinity is remarkable for its beauty, presenting on all hands the alternation of hill and vale, covered with refreshing verdure and the indications of a fertile soil. The streets in the city cross at right angles, running east and west, and north and south. The buildings are many of them elegant, and generally of brick; and in some streets are shaded by trees on each side. Among them are four banks, seven churches, a courthouse, jail, and market. The most splendid are the Episcopal Church (a beautiful specimen of Gothic architecture), the Courthouse, a very fine building; the Merchants' and Mechanics' Bank, and the Farmers' Bank, adjoining each other, both built of freestone, are very respectable buildings. The *Troy Female Seminary*, under the superintendence of Mrs. Willard, occupies a large four-story brick building belonging to the corporation. The population of Troy is about 13,000. A canal packet-boat leaves here daily at 9 o'clock for Whitehall, and runs through in about 22 hours. The railroad connecting Troy with Ballston Spa is completed.

Mount Ida is in the rear of Troy. From the summit of this hill there is a beautiful view of the river and surrounding country.

The *Rensselaer School* is one and a half miles north of Troy. It is in a flourishing condition, and was established under the patronage of General Stephen Van Rensselaer.

LANSINGBURGH consists of one long street running parallel with the river. It is 3 miles from Troy. It was formerly a place of considerable business, but it has now a somewhat dilapidated appearance. The far-famed "diamond rock" is on a hill in the rear of the village. It has at times a very brilliant appearance from the reflected rays of the sun. One mile north, a very stanch bridge crosses the river to the village of

WATERFORD. This is an important village, located at the confluence of the Mohawk and Hudson: the Northern Canal communicates with the river at this place, which gives it many advantages for trade. It has a population of 1700. There is a fine hotel kept at Waterford by Mr. Demarest, and another by Mr. Fisk.

The route by the junction of the canals and the Cohoes Falls from West Troy to Waterford is about the same distance as by Troy (4 miles). From West Troy to the junction of the Erie and Northern Canals is 2 miles. There are 17 locks on the canal at this place within the space of three fourths of a mile. About a mile farther a bridge crosses the Mohawk River, and affords a fine view of the

COHOES FALLS, which are about a mile above the bridge. The descent of the rapids above the falls is about 30 feet, and the perpendicular fall is 40 feet, making a total descent of 70 feet. There is a path by which persons approach within a few feet of the precipice over which the cataract falls, celebrated by the muse of Thomas Moore. It is 1 mile from the Cohoes to Waterford, and 8 miles farther north to

MECHANICVILLE, generally called by the inhabitants the *Borough*. It contains about 20 dwellings, a cotton factory, and a number of mills. Here the railroad diverges from the old route, and runs westerly 12 miles to Ballston.

BALLSTON SPA is the resort of hundreds of travellers during the summer months. There are a number of mineral springs in the vicinity, the waters of which are not unlike those of Saratoga. A beautiful creek flows along the east end of the village, called the Kayaderosseras, on which a mill is situated a short distance from the village. Two of the springs are near the late Mr. *Aldridge's Boarding-house*; and the United States' Spring is at the east end of the village near the *Sans Souci Hotel*. A large bathing-house is located near this spring, which is furnished with waters (for the purposes of bathing) from all the different springs in the vicinity. There is in the village a courthouse, two churches, an academy, and a female seminary; also a printing-office and bookstore, to which a reading-room is attached. This village was chartered in 1807, and is directed by three trustees, who are chosen annually. Its population is about 800, and it contains 130 houses. The principal hotels are

The *Sans Souci*, owned by a company of gentlemen, is the most extensive, and has more company than any other house. It is three stories high, 160 feet in length, with two back wings of 150 feet, and capable of accommodating over 100 persons. There is a large garden attached to it.

Aldridge's Boarding-house, as it was formerly styled, has a more retired location, and receives a good share of patron-

age. There is an extensive and beautiful garden connected with this establishment, which is always open to the guests.

The *Village Hotel*, kept by Mr. Clark, is a few doors from the *Sans Souci*, and is a very agreeable boarding-house.

The *Mansion House* is in the centre of the village.

There is a *Private Boarding-house* near the west spring, on the flat. Those who wish a retired situation will be pleased with this house.

A regular mail arrives and departs every day. Strangers should be particular to have their letters directed "Ballston Spa," as there is another postoffice in the town of Ballston. At the office of the Gazette a reading-room is open for strangers on moderate terms.

BALLSTON LAKE is 6 miles from the village, and a ride to its banks affords a very pleasant excursion. It is 5 miles long and 1 in width. Hunting and fishing abound on the borders and in the waters of this lake. If boats and other conveniences were provided for the accommodation of visiters, it would be a place of great resort, but at present very few think of going there. The usual drive is to Riley's, at Saratoga Lake. Ballston was formerly the most fashionable place of resort, but latterly Saratoga has borne away the palm. Not till newer and more convenient public houses are erected at this place will visiters give it their support. The public well, as it is called, was the gift of Sir William Johnson. Within the last year it has been repaired by the public authorities.

SARATOGA SPRINGS are situated 7 miles from Ballston Spa, in a northeasterly direction. The celebrity of these springs, not only for their medicinal qualities, but as a fashionable resort during the summer months, renders any minuteness of detail unnecessary, were it not incompatible with the objects and dimensions of this work. The springs are numerous; and among the most celebrated are the Congress, Hamilton, High-Rock, Columbian, Washington, President, and Flat-Rock. They lie east of the village, on the borders of a valley. The Congress spring is the most important, and has the best accommodations for visiters. The High-Rock spring, so called from its being enclosed in a rock of a conical shape, five feet in height, over the sides of which it formerly flowed, is nearly half a mile from the Congress spring. The water in the former now rises only to within two feet of the summit of the rock, and from this circumstance it is conjectured, probably with

correctness, that it has found an outlet beneath its base. Commodious bathing-houses are established at the Washington, Hamilton, and Monroe springs. A library and a suite of reading-rooms are connected with a bookstore in the village. They are conveniently arranged, and well furnished with periodicals, newspapers, maps, &c. A mineralogical collection is also attached to this establishment, containing a variety of specimens, both European and American, and all those discovered in the neighbourhood. A book is also kept here, in which the names of visiters to the springs are registered. The public houses here are conducted on an extensive scale, and equal, in elegance and the accommodations afforded the traveller, to the hotels of our largest cities. *Congress Hall* is located in the near vicinity of the Congress spring. Its dimensions are large, its situation eligible, and a shaded avenue communicates with the spring; and it can accommodate about 200 persons. *The United States' Hotel* is situated in the centre of the village, and, being four stories in height, has a very imposing appearance. It has been recently enlarged and improved by the proprietors, and is now first on the list for the extent and elegance of its accommodations. The ambition of the new proprietors is to take the lead, and there is no doubt they will do so. Mr. Thomas, the gentlemanly and intelligent proprietor of the American Hotel in Albany, is a lessee of the United States for the coming season. A large sum of money has been laid out in the enlargement and embellishment of the house. There are 16 private parlours, with bedrooms attached, looking out upon a beautiful garden; and the drawing-room, as well as each private parlour, has been refitted with new and elegant furniture. Blancard, the celebrated cook, is re-engaged to superintend the *batterie de cuisine*; and, now that the railroad depôt is a little farther off, the United States will become the most agreeable, as it is the largest hotel at the Spa. This establishment is partly surrounded by grounds laid out in a tasteful manner, and shaded by flourishing trees. It is a splendid house, and admirably kept. *The Pavilion* is next in importance. It is built of wood, and ornamented with colonnades in front of very chaste architecture. It is near the Flat-Rock spring, is conveniently arranged, and can accommodate nearly 150 visiters. When this house is well kept it is well filled. It is expected that Mr. Carr will be the lessee the present year; and if so, the house will recover from last year's

discredit. The *Union Hall* is also an extensive and commodious hotel. It is situated opposite Congress Hall, is three stories high, and has a spacious piazza in front, supported by ten lofty pillars. The grounds connected with this house are laid out with taste. Its internal arrangements are convenient, and its landlord, Mr. W. Putnam, thoroughly understands the art of making his guests comfortable. The *Columbian Hotel*, situated near the Pavilion, in the midst of gardens, is also a good house. In a more retired position are *Washington Hall* and *Highland Hall*, pleasantly situated at the north part of the village, where the invalid, and those who do not mingle with the gay throng who pursue pleasure instead of health, may be accommodated in the best style. Amusement is always to be found during a sojourn here. Besides that which arises from the contemplation of the various shades of character with which the crowded scene is enlivened, the library, the reading-rooms, the billiard-rooms, and dancing, which seems to prevail among the fashionable invalids, afford all the opportunities for killing *time* which could be desired. There are also ponds in the vicinity, and trout-brooks a few miles north, where the angler may enjoy himself to his heart's content. Excursions are almost hourly made to the Lake House, beautifully situated on Saratoga Lake, where good boats are in constant readiness for visiters, and game dinners for the gourmand. There are many pleasant drives about Saratoga, which the tourist soon discovers. One of the most delightful, however, not so generally known, is to Hadley Falls, about 14 miles north of the Spa, over a good road and through a highly romantic country. Excellent fishing may be enjoyed here, and the falls themselves are highly picturesque and beautiful. Proceeding onward to the junction of the Sacandaga and Hudson, other beautiful scenery repays the trouble of the excursion, and a dinner of brook-trout is always ready at Rockwell's clean and neat little inn in the neighbouring village. The Saratoga waters are sent all over the world. The analysis of a quart of water from the Congress spring is as follows:

Muriate of soda	103 grains.
Carbonate of lime . . .	27½ "
" magnesia . . .	17 "
Muriate of lime	3¼ "
" magnesia . . .	4¼ "

Oxyde of iron	½ grain.
Carbonic acid gas . . .	66 cubic inches.
Azotic gas	2 " "

The effect of the Congress water is cathartic; that of the Flat Rock, and the new and excellent Putnam spring, tonic. The Ten Springs, a short distance northeast, where there is a fine boarding-house, are also in high repute. Invalids should never drink these waters without first taking medical advice.

Upon the whole, the Springs must always be the resort of the American travelling public. Fine air, the sparkling waters, the healthful situation, agreeable company, the constant succession of balls, concerts, dinners, and drives, give relief to the overworked minds of men of business, and fill up the vacuity of those of mere men of pleasure.

The most delightful and lasting intimacies are often formed, advantageous acquaintances made, and much information exchanged in relation to the various portions of the Union, through the medium of the distinguished men who assemble here in search of health and amusement.

The excellent arrangements of the railroads, the politeness of the agent, and the facilities for arrival and departure, make the trip to the Springs easy and agreeable. Every year increases the number of visiters, and the day is not far distant when the present accommodations at Saratoga will be of necessity doubled to accommodate the immense numbers who will continue to make it their place of annual resort.

STAGE ROUTE.

ALBANY TO BUFFALO.

LEAVING Albany, the direct mode of proceeding is by railroad to Schenectady; thence by the Utica and Schenectady railroad to Utica, which takes between 5 and 6 hours. (See railroads.) The first village is

AMSTERDAM, 16 miles west of Schenectady. This is a growing village, comprising now more than 100 houses, a church, &c. A creek of some size passes through the village, and at a distance of about half a mile there are several beautiful falls. One mile farther is seen a stone house of singular construction, though lately modernized, which was formerly the residence of Guy Johnson, Esq.; and a little beyond it, on the opposite side of the road, that of Sir John, son of the celebrated Sir William Johnson. Four miles farther is Tripes, or

TRIBES HILL, on the summit of which is a small village. The road passes round the base of this hill.

FONDA, 25 miles from Schenectady, is the new seat of justice for the county of Montgomery, and one of the speculations of 1836. As yet, its proprietors have not realized their expectations.

ST. JOHNSVILLE is a small village 18 miles from the last place. Here passengers generally take lunch.

LITTLE FALLS, already described, is 11 miles from the last-mentioned place.

"The Little Falls," says Mr. Clinton, in his introductory discourse, "exhibit an interesting aspect. The rocks are composed of granite, and many of them are 30 or 40 feet thick, piled on each other like Ossa on Pelion, and indicating a violent rupture of the waters at this place." We have already remarked some peculiarities of this place at page 40.

HERKIMER is 8 miles west of Little Falls. There are here about 150 houses and 1000 inhabitants. A convention of delegates from the several counties meets here every two

years, and nominates a candidate for the gubernatorial chair of the state. A new courthouse has recently been erected, the former one having been destroyed by fire.

FRANKFORT, quite a flourishing little village, is 6 miles above, on the opposite side of the river; and 9 miles farther takes you to the city of

UTICA, 22 miles from Little Falls. The following account is extracted from a Utica newspaper of April, 1835:—

"Utica has a population of more than 10,000, a city charter, a well-organized corporation, a superior fire-department, and a host of public officers. An important central postoffice, with sixteen lines of stages and ten daily mails—three lines of central packets. Three banks, eight ensurance agencies, fourteen churches, twenty-five religious and charitable societies, seven literary, scientific, and musical societies, and three libraries. One academy, two public schools, a gymnasium, a commercial lyceum, and two superior female schools, with a great variety of others. We have one term each of the United States District Court, the Supreme Court of New-York, and the Circuit Court. Four terms of the Vice-chancellor's Court, and twelve of the Surrogate's. The offices of Clerk of the Northern District, Clerk in the Supreme Court, Clerk in Chancery, and County Clerk, are located here. Also of the Vice-chancellor of the fifth circuit, and First Judge of the county of Oneida. Most of the ecclesiastical institutions of Central New-York hold their annual, or some of their quarterly meetings here. We have two reading-rooms, a museum, a public garden, and baths. There are published weekly three political, two religious, and one miscellaneous papers; and monthly, a literary magazine. We have two extensive flouring-mills, and a great number of manufactories. The annual manufacture of coopers' ware is $21,000; of millstones, $20,000; of building stone, $20,000; and of many others in proportion. In the county, the amount of cotton annually consumed in the manufactories is 1,863,000 pounds; of wool, about 300,000 pounds; and of rags, 50 tons; but it is useless to enumerate. Our resources are great." There is not a place in this state where the expenses of living are so moderate in all respects as Utica. The construction of the railroad has been of vast service to the town, and has restored the value of property in a portion of the

city which, by the location of the canal, had been almost destroyed.

The distance between Schenectady and Utica has been travelled on this road in 3 hours 21 minutes. On the 1st of August, 1836, a party of gentlemen from Albany went from that city to Utica and back, 190 miles, in 12 hours!

For farther account of Utica and Trenton Falls, see pages 41, 42.

New-Hartford is 4 miles from Utica; and 13 miles farther the village of

Vernon, which contains several mills and a glass manufactory. Five miles beyond this is the old

Oneida Castle. Formerly there was a settlement of Oneida and Tuscarora Indians at this place; but the march of civilization has lately driven the little remnant of these once powerful tribes to a new habitation in the far west. Many of these Indians were volunteers to the state during the war.

Lenox is three miles farther; in reaching which, the road runs within a mile of

Canistota, which is a beautiful village on the Erie Canal.

Quality Hill is 3 miles from Lenox; and 5 miles beyond it is the village of

Chittenango. This place is quite celebrated for its manufactures of cotton, &c. Gypsum is found here in great abundance, as well as petrifactions and organic remains. The canal is one mile and a half distant; and a feeder from the village gives great facilities for sending their produce and manufactures to market.

A road passes from here direct to Syracuse, for which see canal route; but we here follow the road to

Manlius. Before reaching Manlius the road crosses a hill, from which a delightfully picturesque scene, embracing Oneida Lake, Onondaga Lake, and the village on Onondaga Hill, is presented. *Manlius* village comprises about 200 houses, 4 churches, 2 cotton manufactories, and several mills on Limestone Creek. In the near vicinity are some pretty falls or cascades. Manlius is 4 miles beyond Chittenango; and 6 miles farther is

Jamesville. Near this place is a small lake of singular appearance and smell. The shores are bold and cragged, and rise abruptly from 100 to 200 feet above the level of the water, which has a dark green colour, and sends forth a sul-

phurous smell. Four miles from here the stage crosses Onondaga Hollow. A beautiful creek flows through the centre of the hollow, and forms part of the picture to which the grand councils of the Six Nations gave animation, in days when they, truly the "lords of the soil," held undisputed sovereignty. But these days have passed away, and the little remnant of their "blasted race" will soon be swept

> "Down to oblivion dark and deep,
> With none their hopeless wrongs to weep."

ONONDAGA HILL is 2 miles onward, and from its summit you have a fine view of several pretty villages, as well as Onondaga Lake. 8 miles farther is

MARCELLUS, a village containing about 80 houses. It is located in the valley of the Otisco, and near it are several unemployed, though very eligible water-privileges. Water-lime is very abundant. Near the village the trunk of a large tree may be seen entirely petrified.

SKANEATELES is 6 miles farther. This village is beautifully located, and is, without doubt, "take it for all in all," one of the most pleasant and pretty places in the state. The population is from 1800 to 2000. There are here several manufactories and mills, besides many beautiful dwellings. Being located at the foot of the pretty little lake from which its name is derived, it enjoys a splendid view of the lake and its banks, which rise gently one hundred feet or more in the course of a mile from the water, presenting a beautiful and extended lawn, dotted here and there with pretty white farmhouses. The lake abounds with trout and other fish, is 16 miles long, and varies from ½ to 2 miles in width. This lake, with its verdant banks and cultivated fields, its smiling orchards and neat-looking farmhouses, form a landscape which, for richness and beauty, is rarely met with. Petrifactions are found under the bluffs at the head of the lake. 7 miles farther and you enter the village of

AUBURN. This place contains about 6000 inhabitants, 6 churches, courthouse, museum, theological seminary, bank, and the state prison, which cost about $300,000. Several new cells have been lately added to the prison. It is well worth while to visit this establishment, and witness the excellent discipline of the concern, and the convicts engaged at their different trades. The prison contained 649 convicts,

Oct. 1st, 1834; and the profits for the year preceding were about $5000 over all contingent expenses. A great Hydraulic Company is established here to bring the waters of the Owasco Lake by a canal to the village. A fine railroad is now in operation between Syracuse and Auburn. (See Railroads.)

WEEDSPORT, on the canal, is 7 miles distant, and stages run to and from there daily. Goods destined for Auburn are landed at Weedsport.

CAYUGA is 7 miles west of Auburn, and here you cross Cayuga Lake by means of a bridge one mile and eight rods long. The lake is 38 miles long and from one to two miles wide. The steamboat to Ithaca leaves the bridge daily at 1 o'clock. Four miles west of here is the village of

SENECA FALLS, which is located on the bank of the Seneca River. The falls at this place have a descent of 46 feet, and afford fine facilities for manufactories, mills, &c., several of which are already in the full tide of successful operation. A side canal from here to Lakeport, on the Erie Canal, twenty miles distant, in connexion with the river, gives a water communication from Geneva to the western lakes and the ocean.

WATERLOO is 4 miles farther. This village only began its existence in 1816. It is located on the outlet of Seneca Lake, which here propels several mills, and renders the place rather an unpleasant rival of Seneca Falls. Travelling 7 miles farther you reach the village of

GENEVA. This village is delightfully located on the western margin of Seneca Lake; and the banks being high, it affords an extended view of the lake and adjacent country. The handsome dwellings in the village, with their charming hanging gardens on the margin of the lake—the splendid country-seats and cultivated farms—and the fine roads, or a trip in the steamer *Geneva*—each and all conspire to render a short stay here anything but disagreeable. The population is about 4000. Besides the other public institutions, a *Medical College* has been established here, in connexion with the existing Literary Institutions. Some eminent men are connected with it.

The lake is 35 miles long by 3 to 4 in width, and it never freezes. Two steamboats ply daily to and from Jeffersonville, at the head of the lake. A lateral canal is cut from here to the Erie Canal.

CANANDAIGUA is 15 miles farther, and, being located on el-

evated ground, it commands a fine view of the lake from which it takes name. The inhabitants here are generally wealthy, and have displayed much taste in the construction of their dwellings (many of which are uncommonly beautiful) and the arrangement of their gardens. There are here several fine public buildings, among which the Episcopal Church will be noticed. A steam flouring-mill is in operation here. The lake lies south of the village, is 14 miles in length, from 1 to 2 in width, and has a steamboat running on it.

From here the road diverges, and travellers have a choice of two routes, one via Rochester, 28 miles northwesterly (for description see page 55); and from there by the *Ridge-road* to Lewiston, 74 miles; and thence along the bank of the Niagara River to the falls, 7 miles; and 23 miles farther to Buffalo. Total from Canandaigua to Buffalo, 132 miles. Proceeding by the direct route, you reach Bloomfield, 9 miles; and 5 miles farther is *West Bloomfield*, both of which are rich agricultural towns, and produce a great abundance of fruit.

LIMA is 4 miles farther, and 12 miles beyond is the village of AVON SPRINGS. This place has of late years become quite celebrated, by reason of the medicinal qualities of two springs near by, which are strongly impregnated with sulphur and alum. Avon is the resort of the votary of pleasure, as well as of the invalid who seeks health, and was particularly so in 1834, when many were prevented from visiting Canada, &c., in consequence of the prevalence of cholera. The seasons have no effect on these springs, the amount of water discharged being always the same.*

CALEDONIA is 8 miles west of Avon, and passengers generally have time, while the stage waits, to visit a curious large spring. The discharge from this spring is so great that several mills are propelled by its waters.

LE ROY is 6 miles farther. Allen's Creek passes through the village. The village has a commanding location, contains

* A celebrated physician, describing these springs, says, "The value of these waters has, within the last few years, been justly and highly appreciated. They may be ranked among the most powerful remedial waters yet made known; but, like other active medicinal agents of similar character, they are liable to great abuse. Possessing active emetic and cathartic properties, it is requisite that caution be exercised not to indulge too freely at first; and they also demand that, previous to their use, the system should, in some cases at least, be first relieved by some efficient cathartic."

about 400 buildings, and is in a very thriving condition. Much of its prosperity is due to the mills which have been erected on the creek. 10 miles beyond this is

BATAVIA, the capital of Genesee county. It has a court-house, a bank, the Holland Company's office, &c. There are here many fine-looking buildings, but all seems dull and gloomy. A blockhouse is noticed here, erected to protect the papers and titles of the Holland Land Company during an excitement got up by the settlers. A M'Adamized road is now being made between Buffalo and Williamsville on the route from Batavia, where it is much wanted. In bad weather the road is almost impassable. Business does not appear to be the object of people here. This was the residence of the unfortunate William Morgan, who was abducted from his home, and confined in the magazine at Fort Niagara by a mob, who charged him with revealing the secrets of free-masonry. From the fort his fate could never be traced, but he is supposed to have been drowned in the Niagara River.

This matter produced a great excitement throughout the state, and founded a political party called *anti-masons*. Little is now heard of either masons or antimasons. Tonnewanta Creek runs along the north side of the village. Passing through several small unimportant places, 40 miles from Batavia you arrive at BUFFALO.

Distance from Canandaigua to Buffalo is 90 miles.

OLEAN AND ALLEGHANY CANAL

This is one of the most important works in this union, and is in rapid progress of completion. Governor Clinton, in four successive messages from 1825, urged its importance on the Legislature. Its length from Rochester to Olean is 107 miles. From Pittsburgh to Olean, by the Alleghany, navigable for steamboats, is 280 miles, and property is now transported down the river for $5 a ton. When the canal is done, goods will be transported so cheap from New-York to Pittsburgh, as to set competition on the Pennsylvania Canals and Railroads at defiance. Immense products of soil and of mine will be transported on this canal to Rochester, which will become the market of a territory as large as the whole state of Massachusetts.

USEFUL INFORMATION FOR TOURISTS.

Rates of Fare in Hackney-coaches in New-York.

If the driver and stranger disagree as to distance, the street-commissioner will decide.

For taking a person any distance not exceeding one mile	$0 37½
For taking one person any distance exceeding a mile, and within two miles	50
For every additional passenger	25
For carrying a passenger to the new almshouse, and returning	75
For every additional passenger, and returning	37½
For conveying a passenger around the first or Sandy Hill tour	1 00
For conveying a passenger to Eighty-sixth-street, and returning	2 00
For conveying a passenger around the third or Lake's tour	2 50
For conveying one or more passengers around the fourth or Apthrop's tour, with the privilege of detaining the carriage two hours	3 50
For conveying one or more passengers to Harlæm, and returning, with the privilege of detaining the carriage three hours	4 00
For conveying one or more passengers any distance not herein mentioned or described, and returning, for every mile which they may proceed from the said stands respectively	50
For use of coach per day	5 00

Children under 14 years of age half price.

The above is an extract from the Corporation Laws.

PRINCIPAL HOTELS IN NEW-YORK.

	Location.	*Keepers' Names.*
City Hotel	No. 113 Broadway	Gardner & Packer.
Astor House	Broadway	Coleman & Stetson.
Atlantic Hotel	No. 5 Broadway	M'Niel Seymour.
Mansion House	No. 39 Broadway	W. J. Bunker.
Franklin House	Broadway	Hayes & Treadwell.
American Hotel	Broadway	W. B. Cozzens.
Washington Hotel	Broadway	John Cotter.
Clinton Hotel	Beekman-street	P. Hodges.
Howard's Hotel	Broadway, cr. Maiden Lane.	D. D. Howard.
United States Hotel	Water, cr. Fulton-street	E. R. Yale.
President Hotel	Broadway	Redmond & Pennoyer.
Globe Hotel	Broadway	F. Blancard.
St George Hotel	Broadway	S. T. Blanchard.
Waverley House	Broadway	A. Reed.
Carlton House	Broadway, cr. Leonard-st.	Benson & Hodges.
Tremont House	Broadway	Churchill.

PRINCIPAL HOTELS IN ALBANY.

	Location.	*Keepers' Names.*
Eagle Tavern	South Market-street	H. H. Crane.
American Hotel	No. 100 State-street	I. Thomas.
City Hotel	North Market-street	Chapin & Foster.
Mansion House	North Market-street	Wood & Lathrop.
Congress Hall	Park Place	Landon.
National & Columbian Hotel	No. 555 South Market-street	Whelpley.
Fort Orange Hotel	No. 549 South Market-street	E. Foot.
Montgomery Hall	—— South Market-street	Chapin.
Western Hotel	State-street	Wilcox.
Franklin House	Opposite the Railroad Depôt.	

STEAMBOAT AND RAILROAD LINES.

STEAMBOATS FROM NEW-YORK TO ALBANY.

Day line, from the foot of Barclay-street, at 7 o'clock A.M. every day.

Troy*	Capt. Gorham.
Albany	" Jenkins.

Night Line, from the foot of Courtlandt-street, at 5 P.M. every day.

De Witt Clinton	Capt. Roe.
Swallow	" M'Lean.

These day boats generally make the passage in from 10 to 11 hours, and the night from 8 hrs. 45 min. to 11 and 12 hrs.

The People's Line is composed of

The Rochester	Capt. St. John.
South America	" Brainard.
North America	" Truesdell.
Utica	" Shultz.

These are all uncommonly fast boats.

The *Diamond*, a new boat of peculiar construction, will also ply during the season.

Boats ply between all the intervening towns on the Hudson, and the newspapers give daily information of the prices of fare and times of departure.

CAMDEN AND AMBOY RAILROAD LINE

For Philadelphia, from Pier No. 1, North River.

Independence	Capt. Forbes.
Swan	" Fish.

Six o'clock Line.—By steamboats to South Amboy; from thence to Camden, via railroad; from thence by steamboat, and arrive in Philadelphia at 2 P.M.

NEW-YORK AND PHILADELPHIA RAILROAD LINE,

direct, via *Newark, New-Brunswick, Princeton, Trenton*, and *Bordentown*, through in six hours.

Leave New-York, from the foot of Liberty-street, daily, at 9 o'clock A.M., and 4½ o'clock P.M.

* This boat was built in 1840. She performed the passage from New-York to Albany last May in 8 h. 10 m.; the quickest trip on record.

The morning Line proceeds direct to Bordentown, where passengers take the steamboat down the Delaware, arriving in Philadelphia at 3 P.M.

The evening Line proceeds direct to Camden without change of cars, arriving at 10 P.M.

Passengers will procure their tickets at the office, foot of Liberty-street, where a commodious steamboat will be in readiness, with baggage crates on board.

Philadelphia baggage crates are conveyed from city to city without being opened by the way.

Each train is provided with a Ladies' Car, in which are apartments and dressing-rooms expressly for their use.

The afternoon Line from Philadelphia to Baltimore by steamboat, via Newcastle and Frenchtown, leaves Philadelphia at 3½ P.M. Passengers going south have merely to transfer themselves from one steamboat to the other.

Returning, the lines leave Philadelphia at 7 o'clock, A.M. by steamboat to Bordentown, and 5 P.M. by railroad.

NEW-YORK AND BOSTON LINE,

via Providence and Stonington.

Massachusetts, 700 tons . . .	Capt. Comstock.
Rhode Island	" Thayer.
Mohegan	" Phillips.
Narragansett.	" Woolsey.

Leave Pier No. 1, North River, daily, at 5 o'clock P.M.

Passengers for Boston by these boats will be immediately forwarded from Providence in the railroad cars, which will wait their arrival.

Passengers at Boston, taking the railroad cars from that city at 1 o'clock, will reach the depôt at Providence in season for these boats, at four o'clock P.M., for New-York.

MAIL LINE—NEW ROUTE TO BOSTON,

via Norwich and Worcester Railroad, daily (Sundays excepted).

Composed of the following superior steamers:

New-York,	Worcester,
Charter Oak,	Norwich.

One of which will leave Peck Slip, East River, at 5 o'clock P.M., for Norwich.

The *Worcester*, Captain Coit, on Mondays, Wednesdays, and Fridays.

The *New-York*, Captain Roath, Tuesdays, Thursdays, and Saturdays.

Passengers by this line will take the cars of the Norwich and Worcester Railroad Company on their arrival at Norwich, and proceed immediately for Worcester and Boston, without change of cars or baggage.

The steamboat *Splendid*, Captain Sanford, will be in readiness at New-London, on the arrival of the *New-York*, to convey passengers to Sag Harbor, every Wednesday, Friday, and Sunday morning.

HARTFORD AND NEW-HAVEN STEAMBOAT AND RAILROAD LINE.

From Peck Slip, East River.

For Hartford direct, daily, Sundays excepted.—Fare $2.

The steamboat *Cleopatra*, Captain Dustan, will leave every Monday, Wednesday, and Friday afternoon, at 4 o'clock.

The steamboat *Bunker Hill*, Captain Huntington, will leave every Tuesday, Thursday, and Saturday afternoon, at 4 o'clock.

For New-Haven.—Fare $1 50.

The new and elegant steamboat *Gladiator* will leave every morning, Sundays excepted, at 6 o'clock.

Returning, will leave New-Haven at 1 o'clock P.M.

Railroad cars leave for Hartford immediately on the arrival of the Gladiator at New-Haven.

The steamboat *Charter Oak*, Captain S. B. Stone, will leave every Tuesday, Thursday, and Saturday afternoon, at 4 o'clock.

NORWALK AND BRIDGEPORT LINES,

From the foot of Market and Catharine streets.

Croton	Capt. Peck.
Nimrod	" Brooks.

Leave every day (except Sunday) at 6 A.M., and every Saturday a second boat at 2 P.M.

Boats leave Fulton Market daily for Flushing, Hallet's Cove, Throgg's Neck, New-Rochelle, Stamford, Glenn Cove, Cold Spring, Huntington, Cow Bay, &c.

TABLE OF DISTANCES.

From Albany to Buffalo and Lewiston.

	Miles.				
Schenectady		15	Seneca Falls	3	181
Amsterdam	15	30	Waterloo	4	185
Caughnawaga	10	40	Geneva	7	192
Palatine Bridge	12	52	Canandaigua	16	208
Little Falls	21	73	East Bloomfield	9	217
Herkimer	7	80	West Bloomfield	5	222
Utica	16	96	Lima	4	226
Manchester	9	105	Avon (East Village)	5	231
Vernon	8	113	Avon Postoffice	2	233
Oneida	5	118	Caledonia	8	241
Lenox	7	125	Le Roy	6	247
Sullivan	5	130	Batavia	11	258
Manlius	6	136	Pembroke	14	272
Jamesville	5	141	Clarence	8	280
Onondaga Hill	7	148	Williamsville	8	288
Marcellus	8	156	Buffalo	10	298
Skaneateles	6	162	Niagara Falls	21	319
Auburn	7	169	Lewiston	7	326
Cayuga Bridge	9	178			

From Albany to Rochester and the Falls.

Canandaigua (as above)		208	Clarkson	18	256
Mendon	16	224	Oak Orchard	22	278
Pittsford	6	230	Lewiston	40	318
Rochester	8	238	Niagara Falls	7	325

From Albany to Rochester, via Cherry Valley.

Guilderland		14	Syracuse	7	127
State Bridge	12	26	Elbridge	15	142
Cherry Valley	26	52	Weedsport	6	148
Little Lakes	10	62	Montezuma	9	157
Bridgewater	20	82	Lyons	17	174
Madison	14	96	Palmyra	14	188
Cazenovia	12	108	Pittsford	15	203
Manlius	12	120	Rochester	8	211

From Albany, via Lake George, to Whitehall.

Troy		6	Saratoga Springs	7	40
Waterford	5	11	Sandy Hill	19	59
Mechanicsville	8	19	Lake George	13	72
Ballston Springs	14	33	Whitehall	3	75

Steamboat Route from Whitehall to Montreal.

Ticonderoga		23	Plattsburgh	15	86
Crown Point	15	38	Windmill Point	26	112
Westport	9	47	St. John's, Canada	17	129
Essex	10	57	La Prairie	16	145
Burlington	14	71	Montreal	7	152

Distances on sundry Postroutes.

From New-York to Buffalo, via Albany and Utica, 445 miles.
From New-York to Whitehall, 223 miles.
From New-York to Montreal, 375 miles.

TABLE OF POPULATION.

Population of the State in 1835, 2,174,517. Increase from 1830, 255,385.

Population of Villages, State of New-York, 1835.

Athens	1563	Little Falls	1900
Auburn	5000	Lockport	3639
Batavia	1600	Newburgh	5000
Black Rock	1600	Niagara Falls	856
Canandaigua	3000	Ogdensburgh	2000
Catskill	2498	Oswego	4800
Cherry Valley	700	Palmyra	1450
Clyde	750	Plattsburgh	1374
Cooperstown	1200	Poughkeepsie	6281
Geneva	3000	Salina	2500
Herkimer	1500	Syracuse	4105
Ithaca	5000	Saugerties	1800
Lewiston	800		

Of Cities.

New-York	270,089	Utica	10,183
Albany	28,109	Buffalo	16,661
Troy	16,959	Rochester	14,404
Hudson	5,531	Brooklyn	24,529
Schenectady	6,272		

CANALS.

Erie Canal commenced July 4, 1817. Completed October, 1825.
Champlain Canal commenced October, 1817. Completed November 24, 1819.
Oswego Canal commenced 1826. Completed 1828.
Chenango Canal commenced 1833. Completed 1836.

Erie Canal, 364 miles long. Western Section, from Montezuma, 156 miles, has 21 locks, 186 feet fall. Middle Section, to Utica, 96 miles, has 11 feet rise, 95 fall. Eastern, to Albany, 110 miles, 52 feet rise, 417 fall.

The Champlain is 64 miles long, 21 locks, 54 feet rise from lake to summit level, and 134 feet fall thence to the Hudson.

Chenango Canal is 97 miles long from Utica to Binghampton; total lockage 1009 feet.

Table of Distances on the Erie Canal.

Names of Places	Albany.	Utica.	Rochester	Buffalo.
Albany	0	110	269	364
Port Schuyler	5	105	264	359
Washington (Gibbonsville)	6	104	263	358
West Troy	7	103	262	357
Junction	9	101	260	356
Cohoes	10	100	259	354
Lower Aqueduct	13	97	256	351
Willow Spring	19	91	250	345
Upper Aqueduct	26	84	243	338
Schenectady	30	80	239	334
Rotterdam	39	71	230	325
Phillipe's Locks	44	66	225	320
Amsterdam	47	63	222	317
Schoharie Creek	52	58	217	312
Smithtown (Auriesville)	54	56	215	310
Caughnawaga (Fultonville)	57	53	212	307
Big Nose	64	46	205	300
Spraker's Basin	66	44	203	298
Canajoharie	69	41	200	295
Fort Plain	72	38	197	292
Davendorf's Landing	75	35	194	289
Minden Dam (St. Johnsville)	77	33	192	287
East Canada Creek	81	29	188	283
Indian Castle (Nowadaga Creek)	83	27	186	281
Fink's Ferry	86	24	183	278
Little Falls	88	22	181	276
Rankin's Lock (No. 7)	91	19	178	273
Herkimer, Lower Bridge	95	15	174	269
Herkimer, Upper Bridge	96	14	173	268
Fulmer's Creek	97	13	172	267
Morgan's Landing	98	12	171	266
Steel's Creek	99	11	170	265
Frankfort	101	9	168	263
Furgeson's	107	3	162	257
Utica	110	0	159	254
York Mills (Wetmore's)	113	3	156	251
Whitesborough	114	4	155	250
Oriskany	117	7	152	247
Rome	125	15	144	230
Wood Creek Aqueduct (Fort Bull)	127	17	142	237
Hawley's Basin	129	19	140	235
Stony Creek	130	20	139	234
New-London	132	22	137	232
Higgins's	136	26	133	228
Loomis's	138	28	131	226
Oneida Creek (Durhamville)	141	31	128	222
Canistota	146	36	123	218
New-Boston (Canaseraga)	150	40	119	214

Names of Places.	Albany.	Utica.	Rochester.	Buffalo.
Chittenango	153	43	116	211
Fool's Brook	156	46	113	208
Kirkville	158	48	111	206
Little Lake	160	50	109	204
Manlius (Reels)	162	52	107	202
Limestone Feeder	163	53	104	201
Orville Feeder	165	55	106	199
Lodi	170	60	99	194
Syracuse	171	61	98	193
Geddes	173	63	96	191
Belliste	177	67	92	187
Nine Mile Creek	178	68	92	186
Camillus	179	69	90	185
Canton	184	74	85	180
Peru	186	76	83	178
Jordan	190	80	79	174
Cold Spring	191	81	78	173
Weedsport	196	86	73	168
Centreport	197	87	72	167
Port Byron	199	89	70	165
Montezuma (Lakeport)	205	95	64	159
Lockpit	211	101	58	153
Clyde	216	106	53	148
Lock Berlin	221	111	48	143
Lyons	225	115	44	139
Lockville	231	121	38	133
Newark	232	122	37	132
Port Gibson	235	125	34	129
Palmyra	240	130	29	124
Macedonville	244	134	25	120
Wayneport (Banager's Basin)	247	137	22	117
Perrinton (Linder's Bridge)	249	139	20	115
Perrinton Centre (Col. Peters)	251	141	18	113
Fairport	252	142	17	112
Fullam's Basin	253	143	16	111
Bushnell's Basin	256	146	13	108
Pittsford	259	149	10	105
Billinghast's Basin	263	153	6	101
Lock No. 3	265	155	4	99
Rochester	269	159	0	95
Brockway's	279	169	10	85
Spencer's Basin	281	171	12	83
Adams's Basin	284	174	15	80
Cooley's Basin	287	177	18	77
Brockport	289	179	20	75
Holley	294	184	25	70
Scio	298	188	29	66
Albion	304	194	35	60
Gaines's Basin	306	196	37	58
Eagle Harbour	307	197	38	57
Long Bridge	309	199	40	55

Names of Places.	Albany.	Utica.	Rochester.	Buffalo.
Knowlesville	311	201	42	53
Road Culvert	312	202	43	52
Medina	315	205	46	49
Shelby Basin	318	208	49	46
Middleport	321	211	52	43
Reynolds's Basin	324	214	55	40
Gasport	326	216	57	38
Lockport	333	223	64	31
Pendleton	340	230	71	24
Welch's	342	232	73	22
H. Brockway's	346	236	77	18
Tonnewanta	352	242	83	12
Lower Black Rock	360	250	91	4
Black Rock	361	251	92	3
Buffalo	364	254	95	0

RAILROADS IN USE.

MOHAWK AND HUDSON, between Schenectady and Albany 15 miles long. An expensive, but most unprofitable road, in the hands of brokers, and managed by directors of no great information or ability. Summit, 335 feet above the Hudson. Width of the track between the rails, 4 feet 9. Inclined plane at Schenectady, 31 chains, rise 1 foot in 18. Inclined plane at Albany, 47 chains, same rise. A branch leads into the city of Albany, on which horse-power is used at a great loss. The plane at Schenectady is about to be dispensed with. There are numerous departures every day on this road, for which see Albany papers.

SARATOGA AND SCHENECTADY RAILROAD, 21¼ miles long. The greatest inclination 16 feet in a mile. The stock is unproductive, and sells at very reduced prices.

RENSSELAER AND SARATOGA RAILROAD, 20¾ miles long. The greatest ascent in any one mile is 25 feet. Stock depreciated, but the road a great convenience to the public.

UTICA AND SCHENECTADY RAILROAD. An admirable route, and an admirably managed company. Many of the directors are men of fine minds and great experience. The distance is exactly 77 miles and 37-100 of a mile. The greatest inclination is but 20 feet in a mile. The scenery is highly interesting, and the country well settled through which it passes.

AUBURN AND SYRACUSE RAILROAD. Length 25 miles, and now open for travel.

ITHACA AND OWEGO RAILROAD, 29 miles long. An admirably graded road, and, when entirely finished, will do a much heavier business than at present. This road was constructed by a few individuals at great sacrifices of private interest. This is a branch of the New-York and Erie Railroad.

TONNEWANTA RAILROAD. From Rochester to Batavia, 28 miles. An excellent road, and well supported.

LOCKPORT AND LEWISTON RAILROAD, a road that commenced operations last year, and furnishes great facilities for reaching Niagara Falls.

MOHAWK AND HUDSON RAILROAD. The cars leave Albany for Schenectady as follows: At half past 7 o'clock A.M., except Sundays; at half past 8 A.M. for Utica and Saratoga; at half past 2 P.M., except Sundays; at 5 P.M. except Sundays; at half past 7 P.M. for Utica. Leave Schenectady for Albany at half past 4 A.M., at 7 A.M., except Sundays; at 10 A.M., except Sundays; at half past 2 P.M.; at 6 P.M.; at 8 P.M., except Sundays.

UTICA, SCHENECTADY, AND ALBANY, BY RAILROAD. Sunday afternoons omitted. Trains of railroad coaches leave as follows: Three daily lines, viz.: From Albany, west, at half past 8 A.M., half past 2 P.M., and half past 7 P.M.; from Schenectady, west, at half past 9 A.M., half past 3 P.M., and half past 9 P.M.; from Utica, east, at 9 A.M., half past 3 P.M., and half past 9 P.M.

All baggage must be marked and deposited in the baggage-wagon by its owner or person having charge thereof. No charge for extra baggage, and all baggage positively at the risk of the owner. Way passengers will attend personally to the disposition of their baggage at Schenectady.

SARATOGA AND SCHENECTADY RAILROAD. Cars for Ballston and Saratoga Springs will leave the Railroad Depôt at Albany daily at half past 7 o'clock A.M. and at half past 2 o'clock P.M., except Sundays. Leave Saratoga Springs daily at 8 o'clock A.M. and 4 o'clock P.M.

The afternoon run from Albany will intersect the Utica train at Schenectady, and convey western passengers, travelling north, directly to Saratoga.

There are daily lines of stages in connexion with the railroad between Saratoga Springs and LAKE GEORGE, and Saratoga Springs and WHITEHALL, via Glenn's Falls, Sandy Hill, &c., which intersect all the principal stage-routes through Vermont and New-Hampshire.

Passengers travelling north, and desirous of going immediately through to Whitehall, should take the half past 8 o'clock run from Albany.

N.B. Extra stagecoaches will be furnished for parties at all hours.

TROY, BALLSTON, AND SARATOGA RAILROAD. Two daily lines by steam-power leave Troy for Ballston and Saratoga Springs, and Whitehall, as follows: From Troy at 9 o'clock A.M. and 3 o'clock P.M. From Saratoga at 8 o'clock A.M. and 4 o'clock P.M.

Stages and steamboats run half hourly between Troy and Albany.

The cars start from the corner of River and First streets, a few steps from the steamboat landing, and take passengers at the doors of the principal hotels.

Freight forwarded with despatch. All baggage positively at the risk of the owners.

CAMDEN AND AMBOY RAILROAD. As this work begins its route at Philadelphia, a brief description of it may be useful.

It commences at Camden, opposite Philadelphia, and crosses Cooper's Creek; it generally follows the east bank of the Delaware. Six miles from Camden it crosses Pensaukin Creek, and six miles farther crosses Rancocus by a viaduct. It runs hence to Burlington, in almost a straight line, 6 miles; and from thence to Bordentown, 10 miles farther. The general direction of the road from this last place to South Amboy is nearly northeast. It then passes Crosswick's Creek, 2½ miles distant; enters Centreville, 7 miles distant; thence proceeds to Hightstown, 4 miles; thence almost in a direct course to Spotswood, 11 miles. It recrosses the turnpike 1 mile distant, and passes Herbertsville 2 miles from Spotswood. It terminates at the wharf, South Amboy, 7 miles farther.

CONCLUSION.

THE immense improvements which have been made in the "science of travelling" within a few years past have occasioned remarkable changes in the travellers themselves. Nothing tends more decidedly to the advancement of our social condition than the facility of locomotion afforded by the application of steam. Men of different degrees of wealth, of station, and of information, are now constantly brought together on certain terms of equality, where each is unavoidably placed in relation to others, of amity, forbearance, and mutual dependance. The mere superiority of wealth in a railroad car or steamboat is of no avail for the time being, and reciprocal kindness becomes as necessary as it is unavoidable. Persons are here thrown together who otherwise might never meet; and while points of difference are rubbed off in the crowd, much of good, much that is worthy of imitation, is soon observed and speedily adopted.

Good humour, and a due respect for the feelings and comfort of those with whom we are travelling, are the best companions we can take with us if we wish to make pleasant or useful excursions.

SCENERY OF NEW-YORK.

THE path of the tourist presents but little novelty if he follows the beaten track. To those who have time and the spirit of adventure, much yet remains to be seen, and certainly

"Much remains unsung."

A slight allusion to some of these places thus overlooked or unknown may not be uninteresting.

Near New-York there are many beautiful and picturesque drives, where inland views and ocean scenery are combined. At Bath, in the neighbourhood of Rockaway, and farther down Long Island, there are many sweet spots which the tourist rarely visits, and where the very perfection of fishing and fowling may be found in their season.

Ascending the river, in the neighbourhood of Peekskill, and back of and opposite to West Point, there is much to be seen; so also in the neighbourhood of Newburgh and the mountains opposite. At Saugerties, the Clove road in the Catskills; and at Albany, Kidd's Cave and Stone Ridge, a lovely point of view a few miles below the city; the falls of Tivoli, the Falls at Greenbush, and the old Harrowgate Spring, once so much resorted to. In the latter city, the new mineral spring in Ferry-street, a most valuable medicinal water; the drive to Sand Lake, where abundance of perch may be taken, and the Helderburgh range of hills, containing some very extensive and celebrated caves, are generally overlooked. In North Pearl-street, Albany, the old house in which Lafayette had his headquarters, and which he recognised in his late visit by the ancient and peculiar brass knocker on the door, may still be seen.

Farther north, the Cohoes, the "Neptunian Staircase" of locks in the Erie Canal, the falls back of Troy, the Diamond Rock near Lansingburgh, the fishing-ground in the Hudson River just below Mechanicville, where the largest rock-bass are taken, and the islands in the vicinity abounding with woodcock, invite the tourist and the sportsman.

In the neighbourhood of Saratoga and the battle grounds, the trout-brooks a few miles N. W.; Hadley's Falls, the Sacandaga, and a world of wild variety there. The new county of Hamilton, now recently organized, and about to become known to the tourist by its new avenues of land and water communication, is a perfect fairy land yet to be enjoyed by the adventurous. Following the Sacandaga from the Fishhouse, a favourite haunt of Sir William Johnson and his English friends in former days, you enter a most romantic country.

The Americans go in crowds to explore the wilds of Scotland and the Swiss mountains, without ever bestowing a thought on the beauties of their own country. In the country alluded to, with slight exceptions, the character of the soil and climate has been misrepresented. It contains a vast quantity of excellent land, fine timber, and chains of lake and mountain scenery unsurpassed in any country of the Old World. Some gentlemen, who are in the habit of resorting there to catch trout and chase the deer, speak in the most rapturous terms of their excursions. The time is not far distant when the establishment of good roads through the interior and of good inns

on Lakes Pesheko and Pleasant, will induce thousands to spend their summers in this delightful and romantic region, who now travel from one end of the state to the other, and cry "all is barren."

An exploring expedition, recently made still farther north, in Essex county, of which an interesting account is contained in the January number of Silliman's Journal, 1838, has furnished the most astounding information in relation to the character of that part of the state. Ranges of mountains have been discovered among the sources of the Hudson of unexpected elevation. The High Pass, at the source of the main branch of the Hudson, and a fork of the Au Sable, was found to be 4344 feet above the level of the river at Albany, and the High Peak, in that vicinity, 5467 feet!

The natural Ice Cave is another curiosity of Essex county; and St. Lawrence and Jefferson counties also abound with varieties of strange and impressive scenery.

In the neighbourhood of Rome, in Oneida county, are the ruins of Fort Schuyler, afterward Fort Stanwix.

Oneida Lake. The shores of Cayuga Lake are well worthy of examination. Extensive beds of gypsum and limestone there meet the eye of the geologist. Immense quantities of salmon-trout are caught here in almost fathomless waters. Many pretty villages exist along the banks of the lake. Union Village, 8 miles from the bridge, contains two remarkable springs that are supposed to communicate with Owasco Lake, and propel extensive machinery. The falls about Ithaca have already been described. Cross the railroad to Owego, and the beautiful Susquehanna presents itself for exploration, and a whole range of country through to Lake Erie offers the greatest attractions.

The Valley of the Genesee is also worthy of a visit; and that of the Alleghany, now about to be united by a canal, thus connecting Rochester with New-Orleans!

In the neighbourhood of Niagara, very few persons visit the Welland Canal, or the picturesque and beautiful cottage of Sir Peregrine Maitland, erected by him when lieutenant-governor of the province, at an expense of $60,000.

Fort Niagara is literally classical ground to the American, and connecting it with its eventful history from its establishment by the French, its capture by Sir William Johnson, and the numerous casualties it has experienced, and, in all human

probability, will again experience, it becomes one of the most striking and agreeable features of the western frontier.

We have thus slightly alluded to a few, and very few of those places which personal observation and authentic information enable us to point out as worthy of the attention of our readers. Should we have induced any of them to take them in their way at the present or any future time, we shall be sufficiently rewarded for having introduced the subject by way of a

FINIS.

DUE SEP 30 '38

DUE SEP 30 '38

DUE MAR 21 '41